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# CITY OF HERMOSA BEACH

## GENERAL PLAN

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# **GENERAL PLAN**

City of Hermosa Beach



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# ***General Plan***

## **City of Hermosa Beach**





# COMPREHENSIVE GENERAL PLAN

## CITY OF HERMOSA BEACH

### TABLE OF CONTENTS

1. Introduction.....	1
2. Circulation, Transportation & Parking (See Under Separate Cover)	
3. Conservation.....	41
4. Open Space.....	47
a. Parks & Recreation Master Plan (See Under Separate Cover)	
5. Housing (Under Own Page Numbering)	
6. Urban Design.....	75
7. Land Use.....	80
8. Economic Element.....	88
9. Noise.....	110
10. Safety.....	121
11. Seismic.....	126
12. Utilities.....	138





## I. INTRODUCTION

### The Plan

The Hermosa Beach General Plan is the result of years of work by the City's Planning Commission, Council, citizens and staff. It presents a realistic guide for the future of the City, one that recognizes the intricate and vital relationships of so many elements of the community such as land use, circulation, housing, noise, etc.

This particular volume represents a consolidation and revision of the previous nine (9) state required General Plan elements and the five (5) optional ones into coordinated, readable and usable documents. The intent is to make the cumulative efforts, studies and policies of the City into a volume which can readily be used by citizens, staff, Commissions and Boards, and the Council. A General Plan is no better than its usability.

This General Plan was the subject of several Planning Commission public hearings and the subsequent recommendation of the Commission were reviewed by the City Council at public meetings.

State law provides for a General Plan that looks at all aspects of physical growth. Attitudes toward growth, environmental protection and social responsibility have changed markedly since Hermosa Beach's original General Plan was prepared in 1965.

This new plan is long ranged and comprehensive but it still seeks to solve today's problems. Some proposals can be carried out now, others are to be realized in 5 or 10 years.

The Plan includes all physical elements of the City such as land use, circulation and parking. It also includes social economic, and environmental concerns.

### GENERAL POLICIES

1. Rational Land Use Allocation
2. Improved and Vital Commercial Districts
3. Preserve the Diversity and Creative Nature of the Community
4. Maximize Open Space and Recreational Opportunities
5. Efficient Usage of Parking Resources
6. Provide efficient movement through the City on commercial arteries while preserving the safety of neighborhoods by reasonable traffic controls. To provide pedestrian as well as vehicle circulation within the City.
7. Maximize the safety of public and private development and a criteria for decision making.
8. Provide a realistic framework for evaluating public services and capital improvements.





## IMPLEMENTATION

This plan, upon adoption by the City Council, is the official policy of the City and it is to be used as the framework for all City decisions on public and private projects and for City expenditures and services.

## THE CITY IN GENERAL

Hermosa Beach is a community of about 21,000 persons living in the confines of 1.3 square miles. The high density is the result of intensive small lot development rather than high rise construction. Well over 80% of the City's lots are substandard in size (less than 4000 square feet). The City also has 1.8 miles of one of the best beaches in California which is a regional attraction for millions of visitors a year. It is a community of diverse architecture and personalities. All of these factors tend to magnify both the problems and benefits of living in Hermosa Beach and emphasizes the need for a thoughtful planning effort.





## ENVIRONMENTAL

### CONSERVATION

Conservation is the wise management of natural and man-made resources to assure their continued availability for use, appreciation, and enjoyment. It is a respect for our environment which yields a better quality of life.

Natural resources in Hermosa Beach include the beach, the sand hills, the underlying bedrock, the soils spread over the bedrock, the natural land forms, and the vegetation whose roots penetrate the soil. Additional resources are areas where mineral resources may be extracted, site of archaeological or historical significance, and buildings of aesthetic or historical interest.

### Objectives

The objectives of the conservation plan is to preserve and enhance the nature environment consistent with human needs. Excessive water runoff from the hills must be avoided. Erosion of the soil must be minimized. Fire hazards must be reduced. Outfalls of pollutants on our beach must be minimized. Prevention of damage to structures must be achieved with the least possible alteration of the natural ecology. Enhancement of the aesthetic environment must be consistent with human recreational needs and the preservation of wildlife habitat. The quality of air and water must be improved by providing pollution-free areas for percolation into the water table and the preservation of salt water intrusion and healthy vegetation for photosynthesis.

### Identification of Nature Resources in Hermosa Beach

#### 1. Water Resources

The City of Hermosa Beach includes within its corporate boundaries approximately 5.4 square miles of ocean area.

This ocean area is used primarily for recreational purposes: surfing, swimming, and sport fishing. Commercial vessels occasionally pass through the area, however, commercial fishing is not active within the area.

"Except as follows, no oil drilling or other mining shall take place within the City boundaries (although there are a few old pumping stations). Oil and gas drilling shall be allowed only if it has been or is approved by a vote of the people."

#### 2. Sand Beach

A sand beach of between 250 and 450 feet in depth abuts the ocean area. The beach is about 1.8 miles long within the City limits and is part of the beach complex that rings the Santa Monica Bay. It is one of the widest beaches on the public shoreline and is used as a regional recreation resource. It is known as an excellent surfing beach. The beach is accreting at a relatively rapid rate. This condition has existed since the construction of King Harbor Marina at the south boundary of the City. It has been assumed that this condition will continue until a sufficient beach width has been achieved to allow free passage of sand around the groin protecting the Marina.



### 3. Others

No other natural resource is known to exist in Hermosa Beach except sub-surface oil deposits.

#### Relationship Between Resources

The usability of the ocean and beach resource is directly related to the quality of the resource. The beach cannot be kept clean and safe for human use if the ocean is despoiled.

The ocean will become despoiled if the beach is misused or abused. For this reason, the Beach Development Plan (following) considers these two as inseparable resources.

"Drilling or mining of any natural resources directly on the beach area or from off-shore platforms may result in the spoiling of both beach and ocean. If done off-shore, it would present an especially high risk for both the ocean and the beach."

#### What Can Be Done to Conserve Resources?

Excessive runoff of storm waters presents problems for the environment and for the human occupants of an area. Problems include erosion, siltation, and street flooding.

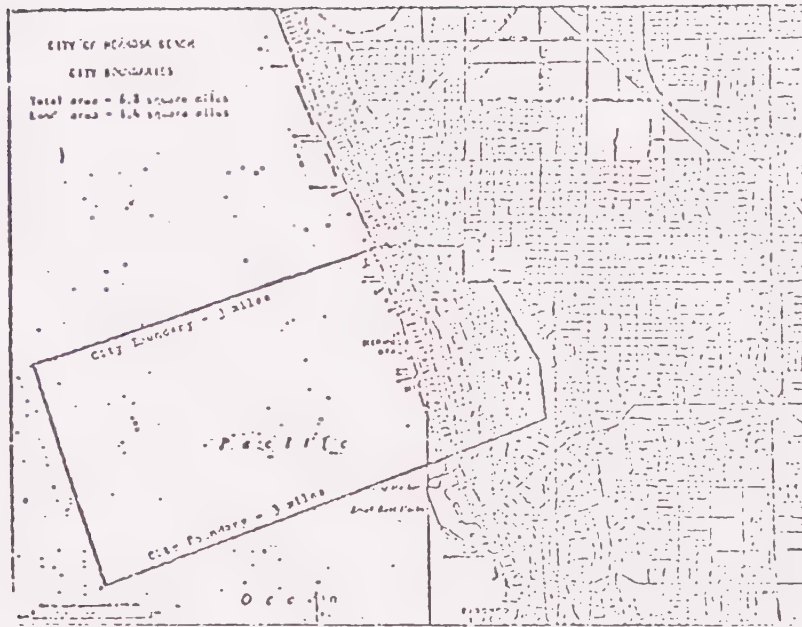
Policy 1: Neither the ocean or beach will support private development of any sort. The ocean is placed in the Open Space zone under the provisions of the Open Space Plan, and is not subject to development of any sort. Use is restricted to navigation of ocean going vessels and recreation. It is to be considered public trust to be retained in open and safe public usage without treatment of major pollutants. The tidelands grant includes the ocean area to the three-mile limit. The City owns the beach area by several methods; dedication for beach purpose, dedication as public right-of-way, fee simple purchase and tidelands grant.

Policy 2: "Drilling or mining of any natural resources directly on the beach or by off-shore platform in the ocean is to be prohibited. Oil and gas drilling may be done by means of slant drilling from an on-shore drill site, except for the beach area, into the tidelands if it has been or is approved by a vote of the people."

Policy 3: The City has selected the New Zealand Christmas Tree as its official tree. The Daisy has been selected as the City Flower. The City Council has declared the City a Wild Bird Refuge. The Greenwood Park has been declared a Roadside Rest.







Policy 4: The beach should remain the property of the City with maintenance and lifeguard services contracted by the County, as is now done.

Policy 5: No additional structures should be allowed on the beach, except public restrooms where absolutely necessary, and should be held to a minimum both in size and number. Lifeguard structures should be held to a minimum, both in size and number, consistent with good safety practices. Structures on the beach usually detract from the natural beauty of the beach. However, some structures, such as lifeguard stands, are necessary.

Policy 6: Improved and more functional lighting on the Strand.

Policy 7: Vehicular traffic, including lifeguard trucks and police cars, should be barred from the beach and the Strand except for emergencies and for necessary cleaning functions. Vehicular traffic on the beach is both disturbing and hazardous to the beach users. In fact, the legal instrument which dedicated the majority of the beach to the City specifically prohibits vehicular traffic on that portion so dedicated. Motorized equipment, however, is necessary to effectively clean the beach.

Policy 8: There shall be expansion of recreational activities on the beach, both during the daylight hours and night hours.

Policy 9: The beach should always be considered and treated as a recreational asset and never as a commercial enterprise.





Policy 10: Existing structures (lifeguard stands and play equipment) should be examined to confirm the need for the present number of such structures. The Parks and Recreation Department should pursue this with the County Department of Beaches. At the same time, the Department of Parks and Recreation should explore the availability of lifeguard stand structures that are more attractive, and of moving unneeded stations from the beach during the off-season.

Policy 11: Any landscaping on the beach should be based on a precise plan that encompasses the entire beach.

For the present, landscaping on the beach should be restricted to that considered desirable around the new lifeguard headquarters, around the proposed restroom at the north end of the beach, and at the south end of the beach.

Landscaping by abutting residents and other property owners should be encouraged. The City should offer assistance in plant selections and placement.

Policy 12: The City should now do some interim repairs to the Strand where it is most badly needed. Lighting should be adequate to provide for the safe use of the Strand during the evening hours.

The Strand, between 11th and 15th Streets, should be modified with landscaping in conjunction with the lifeguard headquarters and the downtown business area.

The City should modify the Strand or regulate its uses so as to prevent hazardous congestion and conflict of uses.

Policy 13: Additional and different recreational activities should be encouraged. Table A is a list of good recreational activities. This Committee recommends that all items listed be considered by that particular emphasis be placed on consideration of night surfing, diving and fishing tournaments. Children's recreation equipment should be limited to slides, swings, and climbing apparatus of a non-obstructive design. These should be located near major or primary entrances to the beach, at least 100 feet from the Strand wall.

Policy 14: Encourage programs to improve the quality of storm water runoff. Minimize the effects of water runoff.

Two programs should be pursued to put this policy into effects.



TABLE A  
RECREATION ACTIVITIES

Dory Races  
Water Skiing  
Surf Ski Races  
Sailboat Races  
Distance Running  
Badminton Courts  
Sport Fishing Boats  
Kite Flying Contest  
Water Polo in the Surf  
Flag and Touch Football  
Underwater Safety Courses  
Board Surfing and Lessons  
Swimming and Swimming Lessons  
Over-the-Line Softball Tournament  
Volleyball Instruction and League Tournament  
Fishing Classes, Derbys and Clubs, Fishing Pier  
Skin Diving Instruction and Club  
Swimming Instruction and Club  
Sailing Instruction and Club  
Body Surfing and Lessons  
Tandem Surfboard Races  
Sand Castle Building  
Skate Board Contest  
Life Saving Courses  
Frisbee Contest  
Sailing Regattas  
Water Carnival  
Stilt Races  
Foot Races





Program 1: Review Hermosa Beach's grading ordinance and revise it where necessary.

The grading ordinance should be constantly reviewed and revised to keep it current with new knowledge. Erosion can be minimized by controlling grading and the removal of ground cover.

Program 2: Require as much planting as is feasible for new construction on major remodels. This should be required as part of the review process of new development.

Policy 15: Prevent salt water intrusion by injecting water underground to create a barrier.

Policy 16: More City-owned land, not presently landscaped, could be opened to public use for garden plots. Some private owners of larger prime soil areas already provide garden land to their employees or other groups. This practice could be expanded.





## OPEN SPACE

### Philosophy

The underlying philosophy of the Open Space and Conservation Element is to preserve and enhance the existing green areas, and to increase the total open space areas within possible financial ability. Open Space is necessary to create a better living environment through provision of visual and psychological relief, recreation, education, and cleansing of air. It is accepted that recreation and education needs of the community change from decade to decade, or even from year to year; the actual use of some open spaces may change by the need will not diminish, most probable will increase as leisure time increases and population of the community and region increases.

The use of the ocean and beach may vary: surfing enthusiasm may wax and wane, swimming may increase or decrease; however, the ocean and beach will always be needed as open space and are the primary influences on the character of the City.

Streets comprise nearly one third of the City's area, and considering the small size of private lots and minimal yards, these streets provide much of the "elbow room" within the community. For this reason, these streets should not only be preserved but developed for maximum impact as green areas of landscaped ribbons throughout the City.

In general, open space, in whatever form and regardless of the current usage, is a valuable natural resource for the urban community which has grown from the seaside resort founded in 1907 to provide escape from the crowded interior communities of the Los Angeles basin.

### ASSUMPTIONS

The following assumptions have been made in arriving at this plan:

- A. All possible steps will be taken to maintain property owned by the Hermosa Beach Elementary School District for open space/recreation use without detriment to the education system.
- B. The City <sup>or</sup> School District should make every effort to purchase the 4.3 acre trailer park adjacent to Valley Vista School.
- C. The City will retain and gain additional use of the railroad right-of-way including creation of a pathway for walkers and runners.
- D. The beach will continue to be a regional recreation facility.
- E. The City can zone the ocean area as open space.
- F. The City will need to develop small areas (parketts) for localized neighborhood open space.



- G. Family size decreased from the 1970 census figure of 2.4 persons as property values increase.
- H. Senior citizens' population (50+) will decrease from 22% (1970) and stabilize at about 15%.
- I. Young adults' population (20-30) will continue to represent about a quarter to a third of the City.
- J. The population will continue to be primarily adult.
- K. Elementary school enrollment 1,200 (6%) and high school enrollment 650 (3.4%) can be expected to decline.

### GOALS

- 1. To obtain and preserve open spaces within the City limits of Hermosa Beach, sufficient to provide for anticipated needs of both present and future residents.
- 2. To preserve a healthy climate for the physical and mental health and well-being of future Hermosa residents.
- 3. To establish the beach and ocean area as a natural recreational resource, not only for the City but also for the Southern California region; and to establish land use zone classification to prevent despoiling same for residential, commercial, or industrial purposes.
- 4. To obtain, preserve, and enhance green areas, such as street landscape strips, mini-parks and parkways as being necessary to the health and well being of the community.
- 5. To provide for the identification, preservation and enhancement of historical monuments and surrounding areas.
- 6. To provide room for, and adequate protection of, bikeways, pedestrian routes and trails.
- 7. To provide for the retention and further beautification of streets as open spaces, and to encourage further use of same as pedestrian walkways, malls and plazas.
- 8. To preserve existing public buildings and develop them for greater public use as community centers, in order to create a feeling of community.





9. To locate and preserve scenic vistas and corridors by appropriate regulations and markings.
10. To regulate and prevent use of lands determined to be hazardous due to underlying geological conditions, soil instability, flooding or other natural hazard.

### PRINCIPLES

Policy 16: To obtain and preserve open spaces within the City limits of Hermosa Beach sufficient to provide for anticipated needs of future residents.

Basic recreational standards should be adopted as soon as feasible, anticipating as much as possible the future recreational needs of the City.

All areas designated on Open Space Plan should be placed in the open space zone pending the establishment of recreational standards and determination of civic/educational needs.

A map shall be adopted, showing open spaces.

Policy 17: To preserve a healthy climate for the physical and mental health and well-being of future Hermosa residents.

Live plant areas should be increased as much as feasible and consistent with the open nature of the community.

Crowding should be reduced by proper use and spacing of open space throughout the City.

Policy 18: To provide space for recreation facilities and land areas for future residents.

Recreational open spaces and buildings should be large enough and flexibly designed to be susceptible to conversion as recreation needs change.

The beach, being a regional facility, should be viewed as not providing adequate overall recreation space for residents because it has limited and specialized uses, thereby not meeting the breadth of recreational needs.

An active program of land acquisition and development should be begun to enlarge, protect, and enhance existing recreational spaces and facilities.



Policy 19: To obtain, preserve, and enhance green areas, such as street landscape strips, mini-parks and parkways as being necessary to the health and well-being of the community.

Small City parks and parkettes to contribute to the general greenness and feeling of openness, and provide opportunities for small rest areas should be provided where economically feasible.

Landscaped median strips and parkways should be created to reduce the effectiveness pavement expanse, soften noise and absorb smog-inducing emissions.

The cost of small landscaped areas should be substantially reduced by careful choice of landscape materials and automatic watering systems.

Policy 20: To provide for the identification, preservation and enhancement of historical monuments and surrounding areas.

A special effort should be made to identify all remaining buildings of historical significance.

Policy 21: To provide for, and adequate protection of, bikeways, pedestrian routes, and trails.

Bikeways, walking and riding trails have always been a significant part of Southern California life. Hermosa Beach should preserve and develop such for the use of its residents and those of neighboring communities.

The railroad right-of-way, the beach, the Edison right-of-way, and the undeveloped parkways of Prospect Avenue represent opportunities for walking and bicycling trails and should be explored as a trailway.

Policy 22: To provide for the retention and further beautification of streets as open spaces, and to encourage further use of same as pedestrian walkways, malls and plazas

The City street system represents approximately 25% of the total land area of the City. Some of the streets are now used as walkways and should be landscaped and lighted appropriately.

Street landscaping whether on closed or open streets should be designed to add to the beautification efforts of residents, and should encourage further beautification by residents.

Streets, when closed for whatever reason, should be retained where practical and used for shopping malls, where zoning is appropriate or part of the bicycling and walkway system.

The "stub end" of streets west of Beach Drive should be made public areas for pedestrians with landscaping, benches, and walkways, the streets include 10th, 11th, 13th, 14th, 15th and Pier Avenue.





Policy 23: To preserve existing public buildings and develop them for greater public use as community centers, in order to create a feeling of community.

Existing public buildings, whatever their original purpose, represent an investment of public funds, and maximum use should be made of them as long as any practical use can be envisioned.

City governmental buildings can and should be used for any compatible citizen organization, when no interference with governmental purposes occurs.

Unused or underused public school buildings are normally centrally located and if sensitively managed, should be able to provide needed community services.

A. Inventory and Analysis of Open Space areas:

1. School Grounds.

One of the primary open space sources in Hermosa Beach is the Elementary School District property. The school system presently occupies approximately 23 acres, much of which is open and used for recreational purposes.

2. Parks.

About 16 acres of park land now exist in the City. The parks vary in size from 2500 square foot tot-lots to 6-acre playfields. Most of the park land is located in two parks adjacent to the railroad right-of-way.

3. Railroad Right-of-Way.

The railroad right-of-way encompasses about 20 acres and visually connects four elementary schools and two parks. The City has an active landscaping agreement with the ATSF.

4. Beach.

The sand beach is about 50 acres in extent. The adjacent surf serves as swimming and water play area. It is estimated that the combined sand and water recreation area is about 220 acres.

5. Ocean.

The City boundaries enclose about 3456 acres of ocean area. This area is regarded as open space, and is to be considered for recreation and health resources only.

6. Streets.

Nearly 192 acres of the City are in streets. Some of these streets are closed to vehicles and used as landscaped open spaces. Since both subdivided lots and blocks are small in comparison with other Southern California cities, these streets are regarded as significant contributors to open space.



7. Private Open Space.

Some privately held land is shown as open space. A 4.5 acre trailer park adjacent to a school should be obtained by either the School District of the City for open space use.

- A block of 16 lots, comprising 47,300 square feet, is shown as a park addition to school-owned property at Prospect and Hollowell.

B. Community Needs.

Community needs are difficult to establish in a community that is both a beach-oriented city and changing city.

The beach is a specialized regional recreational resource that satisfies certain open space and recreational needs for local residents; however, there is a broad range of activities and needs by residents of all ages that must be met with inland open spaces, parks and play areas. The existing community park and recreation areas (exclusive of the beach) represents only .74 acres per thousand persons, which is well below various national standards that range from 2.5 to 10 acres per thousand persons.

The General Plan of land use shows that the City's population is not changing drastically in numbers, but is changing in education level, income level, income level and social character.

The Open Space Plan is designed to meet the following standards of recreational need:

CHART A

RECREATION STANDARDS FOR SMALL METROPOLITAN CITIES

TYPE	STATE REC.	EXISTING	PROPOSED
Playground	36 acres	9	9
Play Field	36 acres	12	15
Neighborhood Park	48 acres	6	9
Community Park	84 acres	6	10 & 20 (RR)
District Park	48 acres	0	0
Sub Total	312 acres	221 (B)	221 (B)
Regional Park	252	33	63
TOTAL	564	254	284



NOTES: Community Park includes cultural center and sports center and all the below on a relatively large scale.

Playgrounds are organized court games and ball field areas.

Playfields are open, level grass areas for free or organized play.

Neighborhood parks are toddler play areas, free play areas, picnic areas, landscape areas.

#### C. Urbanization.

Hermosa Beach is fully urbanized, and no additional land will be needed for urbanization. The City boundaries, including the ocean boundaries abut fully developed communities. No annexation is possible.

Future population growth will be the result of intensification of existing urban land rather than the urbanization of presently undeveloped land.

##### Exception:

There are some parcels, approximately fifteen acres in total, of former commercial or industrial use which are approved for possible residential development.

#### D. Classes of Open Space.

The following four categories of open space, based on criteria of utility and size, have been identified:

1. "Accessory" open space includes traditional front yard, side yard, interior court, passageway, building separation and patio areas; and may be described as that portion of a lot or parcel which:

Is open and unobstructed from the ground upward, except for permitted projections into yards:

- Is accessory to principal uses which are usually, but not necessarily enclosed in buildings and structures on a lot or site;

Is accessible to principle uses which are usually, but not necessarily enclosed in buildings and structures on a lot or site;

Is accessible to and usable by all residents of the lot or premises;

May have dimensions as low as five feet or less; and

Is not used for private streets, parking, loading or driveways.





Yard and space dimensions have been established by development standards specified for each zone. Accessory open space represents the smallest amount in terms of individual area and will not be included in the OS Zone. Rooftops of buildings are not included in the accessory open space category.

2. "Common" open space, substantially free of structures but possibly containing improvements which are part of a development plan, is found in conjunction with planned unit developments and condominiums. Percentages of required common open space and proportion of level or usable open space may be set by the district regulations or by the authorized agency. Private parks and recreation areas are established by conditional use within the project and each owner of a lot or facilities or voting membership in an association owning the common areas and facilities. Common open space does not include private yards or patios in the PD. The land requires no special zone label if retained under private ownership, maintenance, and supervision.
3. "Primary" open space is land that enhances the present or potential value of surrounding urban development and comprise public and private areas devoted to recreational, educational, cultural and aesthetic purposes. There are two divisions of primary open space:
  - a. Natural environment (such as the beach) in which the unspoiled works of nature prevail.
  - b. Designed environment, such as the railroad right-of-way of city parks, in which the works of nature are modified to serve the recreational, visual, social and cultural needs of people.
4. "Secondary" open space is land in private or public ownership on which transpires some form of institutional, circulatory, or other non-recreational activity characterized by little or no building coverage. The open space is a secondary characteristic of the use.

Examples are: Cemetery, parkways, harbor, parking lot and freeway and schools. Most of these uses will be regulated by zone OS Open Space.



## DESIGNATION AND DESCRIPTION OF PROPOSED OPEN SPACES

### 1. The Open Space Plan includes all City Parks and Recreation Facilities for Anticipated Growth

The Open Space shows existing and proposed parks and playgrounds, existing—and proposed schools, proposed Civic Center, park and school expansions. These are to be purchased as feasible, and may be leased for private use pending public need provided there is no encumbrance on the ultimate open space usage.

### 2. The Open Space Zone

No building permits shall be issued for construction on land within an Open Space Zone unless said structures are permitted by the provisions of the OS zone.

## POLICY GUIDELINES

State Government Code, Section 65567, says "No building permit may be issued, no subdivision map approved and no open space ordinance adopted unless proposed construction, subdivision, or ordinance is consistent with the Local Open Space Plan".

In order to assure that the open spaces shown on the Open Space plan shall remain available to the citizens of Hermosa Beach, the following action plan is to be followed:

Policy 24: School Grounds. The City and the Hermosa Beach School District shall enter into an agreement whereby those school lands shown on the Open Space Plan as permanent open space shall be preserved in public ownership. To accomplish this, the City may:

- a. Purchase or lease surplus school property should such become available, so that property can be maintained for open space and recreation use,
- b. Prohibit the use of designated open space for development for other than open space purposes even though sold to private ownership.

Policy 25: Parks. City park land shall remain in use as park land, and once park land, turned to no other use, unless replaced in exact or greater amount of equally usable park land.

Policy 26: Railroad Right-of-Way. The City shall retain its landscape agreement, and seek to expand its agreements on the right-of-way for open space/transportation use. The use of this area for movement by the public to and from the beach or across town shall be considered an open space use. Such use shall cover no more than 20% of the right-of-way. Riding and hiking trails shall be developed.





Policy 27: Beach. The beach shall be developed in accordance with the conservation section of this plan and no private use of the beach shall be permitted.

Policy 28: Streets. Any street not currently needed for vehicular access may be landscaped and used as bicycle and/or pedestrian ways.

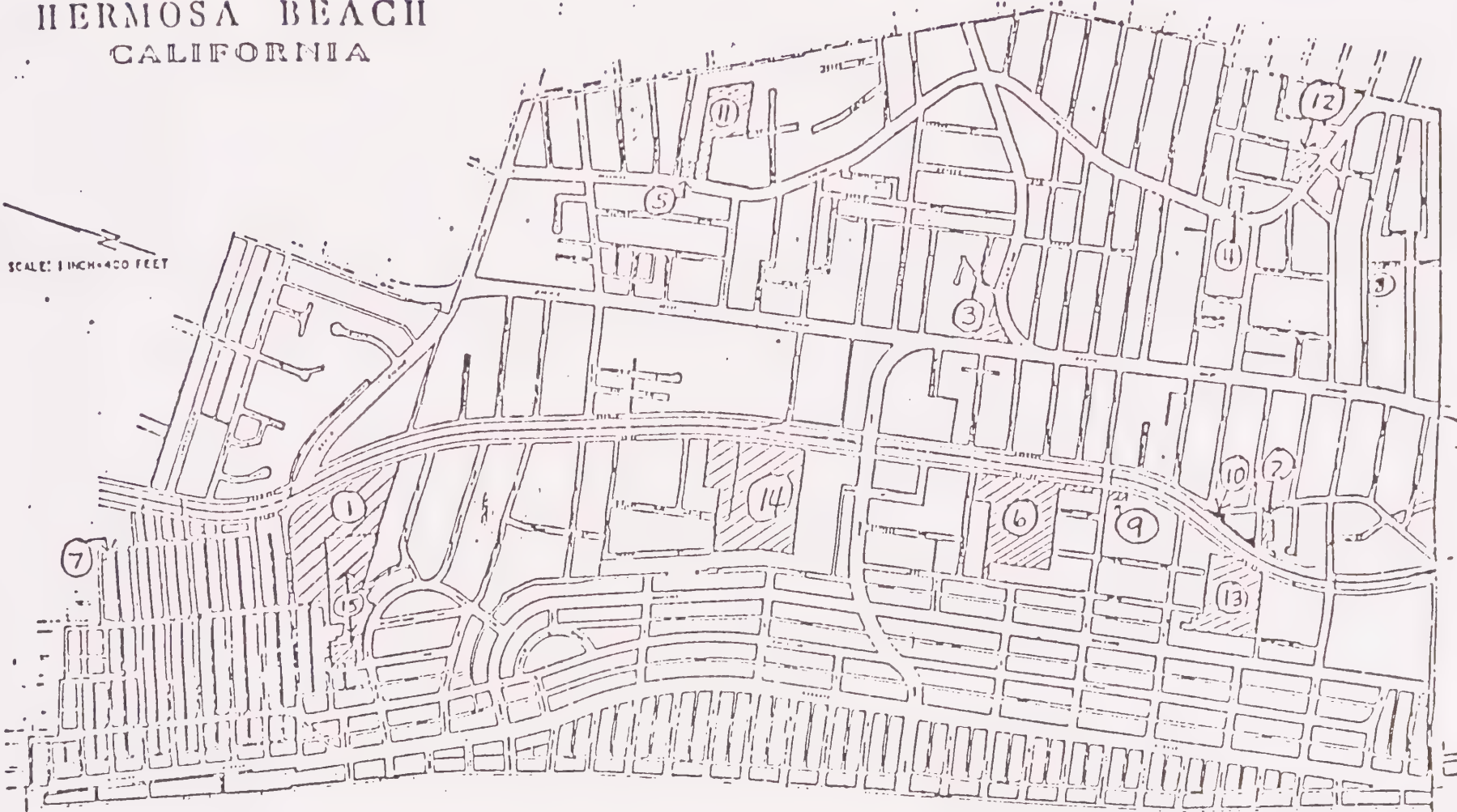
A street landscaping plan shall be prepared designed to visually enhance the street and community without interfering with designated view sites and corridors.

Policy 29: The City shall set a fee per dwelling unit for all new dwelling units created by the City, such funds to be used for the acquisition of open space and development of park and recreation facilities. These fees may be increased in accordance with City Council determination of needs.



# CITY OF HERMOSA BEACH CALIFORNIA

SCALE: 1 INCH = 400 FEET



1. Valley Park
2. Bi-Centennial Park
3. Greenwood Park
4. Fort Lots-of-Fun Park
5. Seaview Park
6. Clark Stadium (field)
7. Ingleaside Park

9. 8th Street and Valley Drive Park
10. Ardmore Avenue at 5th Street Park
11. Hermosa View School
12. Prospect Heights School
13. South School
14. Hermosa Valley School
15. North School



**FINAL**  
**1989 HOUSING ELEMENT**  
**OCTOBER 9, 1990**





## TABLE OF CONTENTS

<u>Title</u>	<u>Page</u>
INTRODUCTION.....	1
SCOPE.....	4
REVIEW OF 1984 HOUSING ELEMENT.....	6
GOALS, OBJECTIVES, AND POLICIES.....	10
REGIONAL HOUSING NEEDS ASSESSMENT.....	17
HOMELESS.....	26
SPECIAL NEEDS (SENIORS, HANDICAPPED, LARGE HOUSEHOLDS)...	29
JOBS/HOUSING BALANCE.....	31
STATISTICAL DATA AND PROJECTIONS.....	33
HOUSING STOCK.....	40
ILLEGAL UNITS.....	43
CONSTRAINTS TO DEVELOPMENT.....	45
INFRASTRUCTURE.....	48
SITE INVENTORY.....	53
HOUSING STANDARDS.....	56
PROGRAM ACTIONS LIST.....	84
PUBLIC PARTICIPATION.....	88
APPENDICES	

## LIST OF TABLES, GRAPHS, AND DIAGRAMS

<u>Title</u>	<u>Page</u>
REGIONAL LOCATION MAP.....	2
UNITS BY AGE.....	18
TENURE TRENDS.....	19
INCOME LEVELS.....	20
HOMELESS FACILITIES - SOUTH BAY.....	28
POPULATION AND GROWTH.....	33
SOUTH BAY DENSITIES (Population).....	34
POPULATION DISTRIBUTION.....	36
PERSONS PER HOUSEHOLD.....	37
INCREASE IN HOUSING COSTS VS. INCOME (TABLE).....	38
INCREASE IN HOUSING COSTS VS. INCOME (GRAPH).....	39
PERMITS AND VALUATIONS.....	40
DWELLING UNIT HISTORY.....	42
ILLEGAL UNITS ABATEMENT.....	44
LAND COSTS INCREASES.....	45
SEWER STUDY.....	51
STORM DRAINAGE.....	52
SITES LOCATION MAP.....	55
HOUSING DENSITY (Dwelling units per square mile).....	57
MEDIUM DENSITY - UNITS ALLOWED.....	59
HIGH DENSITY - UNITS ALLOWED.....	61
FLOOR AREA RATIO EXAMPLES.....	64

FLOOR AREA RATIO, SETBACKS, LOT COVERAGE - COMPARISON....	65
MILL VALLEY F.A.R. EXAMPLE - SINGLE FAMILY.....	66
MILL VALLEY F.A.R. EXAMPLE - MEDIUM AND HIGH DENSITY.....	67
LONG BEACH ZONING STANDARDS (including Belmont Shores)	68
BULK REDUCTION ILLUSTRATIONS.....	70
LOT COVERAGE.....	72
PARKING.....	76
LANDSCAPING -(SANTA MONICA MODEL).....	80
IMPACT OF REVISED STANDARDS.....	81



## APPENDICES

LETTER FROM HOUSING AND COMMUNITY DEVELOPMENT WITH EVALUATION OF 1984 REVISION	APPENDIX A
LETTER FROM THE CITY OF HERMOSA BEACH TO THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS REGARDING FAIR SHARE HOUSING	APPENDIX B
REGIONAL HOUSING NEEDS ASSESSMENT CHARTS TABLE C-1: EXISTING NEED TABLE C-2: FUTURE NEED TABLE C-3: FUTURE NEEDS FACTORS TABLE C-4: VACANCY ADJUSTMENT	APPENDIX C
RELOCATION IMPACT REPORT - MODEL ORDINANCE	APPENDIX D
STATISTICS UPDATE - URBAN DECISION SYSTEMS, INC.	APPENDIX E
PROPOSITION Q	APPENDIX F
HOUSING QUOTA APPEAL	APPENDIX G
HCD REVIEW LETTER AND CITY RESPONSE	APPENDIX H
RESOLUTION OF ADOPTION	APPENDIX I
ENVIRONMENTAL NEGATIVE DECLARATION / NOTICE OF DETERMINATION	APPENDIX J
MINUTES	APPENDIX K





## INTRODUCTION



## INTRODUCTION

This 1989-94 Housing Element revision represents the third community analysis of housing and population characteristics in the City of Hermosa Beach. The previous work and program initiation was begun in 1979 with the first Housing Element, a part of the General Plan for the City. The 1984 Element revision updated the information from 1979 and included new considerations and programs the community and the State determined as actions needed to fulfill adopted goals and objectives for housing.

With that background and increased information related to housing, the 1989 revision reviews past programs and outlines the desires and proposed actions of the residents of the community. Included in this Element are the changes in the needs of housing that have occurred in the past five years. In 1989 the issues surrounding housing center on the lower income segment of the population which encompasses a newly defined group by the State, the homeless.

In addition, the multiple objectives and policies aimed at conserving community resources, preserving existing housing and providing a stable housing stock in the community have been reaffirmed. Tenure, or home ownership, has declined slightly and affordable housing continues to be a concern, as it is in the rest of California.

Two issues, briefly discussed in the 1984 Element have become priorities in this Revision. Density and neighborhood preservation and conservation are major considerations in 1989. Density and the possible effects of continued population growth have raised concerns as Hermosa Beach approaches national levels for urbanized areas. The present density of 14,171 persons per square mile in Hermosa Beach is close to San Francisco's density of 16,282 and twice that of Los Angeles at 6,996 persons per square mile. Affected by increased density, the quality of individual neighborhoods may deteriorate.

New housing units, as in 1984, are being added through a method called "recycling" of lots. In the multi-family areas of the City older homes are being torn down and multiple units are being erected in small-scale condominium projects. In 1989 the efforts for neighborhood conservation and the preservation of affordable housing have become part of the density concern. The compatibility of the design and the size of the newer units, sometimes referred to as "monster units", are also a part of the community's evaluation of its housing program and the desired environment for the City.



## REGIONAL LOCATION MAP



While many communities anticipate annual growth rates ranging from 2% to 5%, Hermosa Beach's outlook is an annual rate of 0.5% as projected using the estimated household size and expected number of new housing units through 1994. Much of this added population will be accommodated through the already mentioned, on-going practice of demolition of existing, marginal units which are targeted for multiple unit replacement.

Population and density are only parts of the evaluation of the total environment of the City. In order to obtain an overall picture of providing its assigned local share of regional housing, this Element includes data and information on housing characteristics, site identification and employment statistics.

The goals, objectives and policies are presented in a separate section for the 1989-1994 planning period. In 1989 quantified objectives for target housing goals are included. The policies are the newer issues and deal generally with the local environmental concerns mentioned above.

Finally, the 1989 revision includes a section on local needs assessment. The discussion adds a first time inclusion addressing the homeless with traditional elements of senior citizen, very low and low income households and other special needs housing. These issues are of particular concern since they are required by state law. Without their inclusion, the Housing Element could be declared inadequate, and the City could be forced by a court action to withhold issuance of any building permits until necessary inclusions are made.





## SCOPE



## SCOPE OF HOUSING ELEMENT REVIEW

The 1984 Housing Element revision is being reviewed and updated according to Section 65588 of the State Housing law. This section prescribes for the timely review and update of all housing elements.

The state additionally requires that the City shall "...evaluate all of the following:

- 1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal.
- 2) The effectiveness of the housing element in attainment of the community's housing goals and objectives.
- 3) The progress of the city...in implementation of the housing element."

In Section 65581 is a description of the intent of the need for periodic review of the housing element. Generally, cities have an important role to play in achieving the state housing goals and it is the locality, in each case, that can best determine how it will direct its efforts.

It is this process of review and evaluation that permits local officials to look at old and new trends in their community. They are also able to initiate new actions in the update through the public participation phase of the process.

As a part of the update the City must include data and analyses for the current five-year planning period and project the ability of the community to provide the number of housing units estimated to be needed during the period (See Sec. 65583). The number of units, or local share, has been determined by the Southern California Association of Governments and is found in the publication entitled "Regional Housing Needs Assessment" and used in this revision for local assessment purposes.

The required update fulfills several needs of the City of Hermosa Beach. First, the City has an opportunity to look at previous local concerns and how well they have been addressed. Secondly, the City can amend the element to reflect changes which have occurred since the last evaluation. Both actions are needed to keep the Housing Element current and the goals, objectives, and

policies of the community, relating to housing, up-to-date and appropriate.

This 1989-1994 revised Housing Element incorporates the State requirements with the local conditions. It is based upon the 1984 revision evaluation, consideration of public input, and amendments to continue to reflect the efforts toward housing opportunities for all.

## REVIEW OF 1984 HOUSING ELEMENT





## REVIEW OF 1984 HOUSING ELEMENT

### REVISION

Included in every revision of the City's housing element the State requires an evaluation of the previous revision. According to the state requirements of Section 65588(a) three areas must be discussed. First, actual results from 1984-1989 are to be compared with qualitative programs to determine effectiveness of the previous element in accomplishing the stated goals, objectives and policies. Second, the review must consider the amount of progress between planned objectives and what was accomplished. Third, the review will describe how the present element has used the past element to improve future results.

Goals, objectives, policies and programs in 1984 addressed 3 general housing categories. Existing housing supply, new housing development and housing affordability, were the determined areas of need. Specific goals, objectives, and policies were then placed under the appropriate topic heading.

Under existing housing supply, conservation and maintenance were the primary policies. No quantitative goals were established in 1984, however, the Building and Safety Department records show that 863 remodeling and repair permits were issued during the past five years. Approximately 58 housing units were conserved under the abatement program which has a primary purpose of eliminating housing units built illegally and that are unsafe. The program does establish the status of units which can protect units and preserve their continued use.

The new housing category stressed the importance of energy conservation related to housing construction and the environmental impact of proposed housing needs on an already densely built urban environment. In 1983 SCAG assigned a local housing share of 765 units to the City of Hermosa Beach which was to include both replacement units and additional units to the housing stock in Hermosa Beach. For 1989, there is a breakdown for the total figures into units replaced and units added. Separate figures were not delineated in the 1984 Element for replacement units and added units.

However, the 1984 element estimated that only 300 could be added without seriously threatening the local environment. Actually, through June 1989, the Building and Safety Department reported 365 units have been added to the housing stock and 657 total units were built.

Energy conservation was a part of the section for new housing. Several specific goals and objectives were considered and were included as a part of the 1984 element. Generally, alternative

energy sources and methods were to be encouraged with an emphasis on solar energy systems. No projections were made to target numbers of units for energy conservation. Use of alternate, efficient energy methods and sources was the choice of the private builder. The objective of the City as stated in the previous element, was "...To protect the right of each structure in the City to reasonable access to the sun for solar energy purposes."

Lastly, the section entitled affordability was directed mainly toward establishing the City's role, which was "to encourage and facilitate...the provision of housing...". Policies under this section centered around insuring affordable housing through innovative financing programs, federal assistance, and preservation of existing units.

In order to achieve the purposes stated in the existing housing goals, objectives, and policies the City has used existing codes with improved enforcement. Permits issued for repairs and maintenance required compliance with the Uniform Housing Code and Uniform Building Code. The Uniform Code for the Abatement of Dangerous Buildings has been used as the program tool to eliminate the possibly illegal, substandard housing units.

Several programs relating to affordability were initiated from 1984-1989. Successful efforts to preserve the Marineland mobile home park in the City continue through the zoning ordinance and state laws for conserving mobile home parks.

Shared housing to reduce costs was a program designed to match seniors and available housing. The City provided CDBG monies in 1982. The City's program is currently inactive but private sector matching services are on-going and readily available. The Affordable Housing Fund program incorporated the purpose of providing affordable housing for senior citizens with a Shared Equity Program. Shared Equity was designed to assist in home ownership instead of rental housing.

During the 1984-1989 planning period, two condominium conversion projects participated in the programs. A total of 56 units were designated for affordable rental housing with the possibility of future ownership. As a part of the conversion one of the projects also agreed to a payment of \$250,000 to begin the Housing Fund mentioned above.

The agreement with the City required an initial payment of \$50,000 to start the Housing Fund and at least 5 years of affordable rents in the designated units in each project. From one project there is no record that any units were ever available for affordable housing. The other project did make the first payment to the Fund and designated units. However, the five year period has elapsed and the City was forced to file suit to attempt to recover the balance due from the agreement. Recent state legislation sets a minimum time availability of ten years



in order to qualify for density bonuses in new projects and that might be a reasonable duration for converted units. Future affordable housing will probably need a monitoring provision enabling the City to avoid what has occurred in the past. At present, the Affordable Housing Fund has \$111,000 which will be used in a yet to be determined program to lower housing costs.

Additionally, the City participates in the Section 8 rental assisted housing program which is a part of the federal Community Development Block Grant. The program is funded through CDBG grant money and administered for the City by the County of Los Angeles Housing Authority. Provisions of the program include reduced rents for participants with subsidies to landlords so that market level rents are guaranteed.

Rents in the City, though, are well above market rates so that landlords do not have incentive to join the program. Subsidies to the landlords or property owners only subsidize up to established market rates. As a result of the current high rents there are no renters or landlords currently in the Section 8 program in the City.

Housing maintenance has been assisted by an additional CDBG program that loans funds to conserve existing housing stock. The program has \$115,000 for 1989 - 1990 and application requests have already exceeded available funds. It is estimated that 26 loans or grants will be made under the program for mobile home repairs, handyperson grants and improved mobility access. In the energy conservation portion, solar energy was specifically mentioned in the goals for alternate energy sources. Unfortunately, solar energy has not caught on and the cost effectiveness has not improved over the past five years. The focus in the 1989 Element is non-specific regarding alternate sources to allow flexibility in design and choice of the most efficient systems.

The policies for the 1989-1994 planning period have been amended to address current community attitudes and growth management. The additions are single, specific topics that will be studied, individually, for implementation.

The State of California Department of Housing and Community Development in their review of the 1984 Housing Element noted those actions they felt were well done and actions or changes needed to bring the element into compliance with State law. The Department has the authority to review the elements under section 65585 of the housing law.

The shared housing program, affordable housing program, and the action creating a mobile home park zone received specific mention as noteworthy efforts. Suggested changes included a detailed

inventory of potential sites for development, including school sites, removing constraints to development, and special needs housing. The objectives for housing need to be quantified for the 1989 element and program actions must be related to policies or objectives which are discussed in the text revision. The complete letter with comments is in Appendix A.

### **Program experience**

The selection of actions in the 1984 Housing Program and in 1979 were chosen to address priority issues and concerns at those times. The 1989 program includes some of those actions considered to still be timely and adds actions relating to issues of the day for the 1989-1994 planning period.

Conservation of affordable housing has proven to be one of the more difficult objectives to achieve in the 1984 - 1989 period. Of the 139 units provided 81 are still available in the two mobile home parks in the City but the balance, as detailed above, have gone back into the market. On-going programs have been incorporated into the standard procedures used by the City. These include code enforcement, residential reports, land use controls, "bootleg" abatement, and the housing information system. The programs for conservation of affordable housing conservation - mobilehome park zoning, manufactured housing regulations, coastal zone housing (SB 626) were single step activities which have been completed. The CDBG repair program was terminated due to the high cost of administering the program. The Housing Improvement Incentives Program was not implemented as intended in the 1984 revision. However, the information about cost impacts and Zoning code requirements, has been available though not in booklet form.

The total number of housing units added during the period accounted for 95% of the fair share housing goal set for the City in 1983. Repairs and rehabilitation to existing units maintained a level of about 160 permits per year, according to City records, exclusive of permits for new units.

The 1984 Housing program had its achievements and its shortfalls but the bulk of the actions resulted in increased housing opportunities. Individually, actions for 1989 - 1994 will be a combination of current actions and program experience to be most effective during the planning period.

## GOALS, OBJECTIVES, AND POLICIES





## HOUSING GOALS, OBJECTIVES, AND POLICIES

### CITY OF HERMOSA BEACH

The California Legislature declared the following:

"The provision of a decent home and a satisfying living environment for every California household to be a goal of the highest priority."

Further the legislature advanced a number of supporting policy objectives in order to give further direction in attaining the state housing goal. These objectives are:

1. To promote and insure the provision of adequate housing for all persons regardless of handicap, income, age, race, sex, marital status, ethnic background or other arbitrary factors.
2. To promote and insure the development of a balanced residential environment with access to employment opportunities, community facilities and adequate services.

With these goals and Hermosa Beach's specific needs in mind, the following goals, objectives, and policies are presented for the City's comprehensive housing plan. In addition, each item is coded by letters to indicate where it originated. The O means that the item is contained in the 1984 Housing Element; the C means that it is required by the State of California; and the S means that it is a staff suggestion.

#### GOALS

- ^ Housing offering adequate living space and meeting the needs and desires of all income groups will be available without discrimination on the basis of handicap, race, religion, ethnicity, sex, age, marital status, or household composition. C
- ^ A well balanced, environmentally sensitive community with regard to housing, employment, public facilities, and public and private services. C
- ^ A housing environment free of adverse and inadequate housing conditions. O

## Objectives

1. To encourage the maintenance and improvement of the existing housing stock within the City. 0
2. To facilitate the preservation and enhancement of the housing supply for senior citizens. 0,C
3. To prevent and abate the existence of illegal "bootleg" units as they represent substandard and potentially unsafe housing or usage in conflict with zoning and/or general plan standards. 0,C
4. To protect from conversion the existing lower cost rental housing stock represented by apartments found in structures having three to nine units. 0,C .
5. To promote and encourage the conservation of existing neighborhoods (where appropriate). 0,C
6. To maintain and improve the existing stock of residences in sound condition through the use of available regulatory powers and financial incentives. 0,C
7. To maintain adequate levels of public services to existing neighborhoods and the maintenance of public property. 0,C
8. To establish actions which would result in improvement of the maximum feasible number of units in need of major repairs. 0
9. To encourage the replacement of the maximum number of housing units which are in dilapidated condition. 0
10. To evaluate new development proposals in light of the community's environmental resources and values and capacity of the public infrastructure within the scope of environmental constraints, housing demand, and projected share of regional housing needs. 0,C
11. Allow for innovative methods of construction and land use to conserve energy and enhance livability. 0
12. To promote the development of varied forms of family housing. 0,C

13. To ensure that new housing is provided with adequate open space, utility facilities, parking and essential community services. O,C
14. To promote energy efficient development of varied forms of housing. O,S
15. To examine regulations promoting alternate heating and cooling systems. O
16. To guide the development of the maximum feasible (and environmentally appropriate) number of housing units over the next five years consistent with the community's neighborhood conservation goals. O,C
17. To replace housing lost from the community's inventory on at least a one-for-one basis. O,C
18. To utilize, where appropriate, the existing housing stock as a means of meeting the housing needs of all age groups and economic segments. O
19. To encourage the development of adequate housing to meet the needs of all income groups. O,C
20. To protect and enhance the supply of housing for the senior citizens. O,C
21. To encourage public support for private initiatives and efforts to administer and maintain housing units and funds acquired for senior citizen households. O,C
22. To review General Plan and zoning to ensure residential development standards are adequate for the level of development projected. C
23. To continue to review zoning practices for consistency with the General Plan. O,C
24. To encourage the expansion in the number of owner-occupied dwellings in the City's housing stock. S,C
25. To encourage the preservation of single-family dwelling units. C

26. To encourage the preservation and expansion of family-oriented neighborhoods. O
27. To investigate the use of property maintenance ordinances and programs to retain an aesthetic community appearance. S
28. To conduct a historic preservation survey of the City's residential housing stock. O
29. Plan for and monitor the adequate delivery of public services such as parks, street maintenance, sewers, etc. to existing neighborhoods. S,C
30. Provide a guide and other information services to assist in the preservation and renovation of older housing units. C
31. Coordinate housing, community and economic development activities with private sector and citizen group involvement. C
32. To participate and coordinate, where appropriate, the activities of government agencies, citizen groups, and the private sector relative to the provision of adequate housing for all households. O,C
33. Continue to conduct code compliance inspections for residents to make them aware of the safety hazards in their homes, or homes which they are considering purchasing. O
34. Actively enforce zoning and building codes to prevent the illegal conversion of existing structures to higher density use and ensure that each resident lives in a safe and sanitary unit. O
35. Continue to provide information and referral services to regional agencies which counsel people on fair housing and landlord-tenant issues. O,C
36. Continue to cooperate with the County Housing Authority with rental assistance to lower income households. C
37. Cooperate with other cities and agencies in the area in investigating resources available for housing the area's homeless. C



38. Encourage and expand shelter programs with adjacent cities and local private interests for the temporary accommodation of the homeless. C

39. Senior citizen housing project on PCH should receive cooperation from the City, as a means of meeting our housing quantified objectives. S,C

40. Provide Affordable Rental and / or Sale of Housing for Low and Moderate Income Families. C

#### Quantified Objectives

Under the provisions of the State housing element section 65583a subsection (7)b, the City must specifically provide "...quantified objectives, and policies relative to the maintenance, improvement, and development of housing." The following objectives are intended to fulfill that requirement, and are in part taken from the Southern California Association of Governments document, Regional Housing Needs Assessment, which is also mandated by the State, and discussed more thoroughly under the Housing Needs Assessment section of this document.

1. Provide 150 additional new housing units in the City by 1994 and replace 145 units for a total of 295 units.

2. Provide 45 very low and low income housing units by 1994 as a part of the total.

3. Conserve the two existing mobile home parks with 81 spaces via mobile home park zoning.

4. Maintain recent trends and assist in the repair, remodel and rehabilitation of 800 units.

#### Policies

1. Preserve the aesthetic value of neighborhoods by examining the height limitations in each residential zone. S

2. Height of structures shall be restricted to limit view blockage when feasible and hardship does not result. S

3. Floor area ratio should be examined as a means to reduce the bulk of family residences except where lot size would result in a dwelling of obsolete size. S
4. Private open space to be provided on each lot, for each housing unit by limiting maximum lot coverage. S
5. Off-street parking spaces shall meet standards relating to size, access and location. S
6. Provision of required off-street parking spaces shall be based on typical use, household demand, total floor area for dwelling units, and number of units in developments. S
7. Parking spaces, open or enclosed, shall be for that designation and strict enforcement will be used to prevent conversion to storage or residential use such as bedrooms, "bootleg" units, dens, etc. S
8. Density shall be imposed within the parameters stated in the General Plan. S
9. Density bonuses for senior/low income housing projects may be awarded as required by the state. C,S
10. Minimum unit size for senior citizen ownership housing (condos) will be lowered for the purpose of providing affordable units. C,S
11. Setback averaging for architectural variety and visual interest, provided that open space requirements are met, may be allowed. S
12. Open space shall be based on a percentage of the lot size. Ground level open space shall be adequate in size for passive and active recreational activity where lot size permits. S
13. Dwellings where the main pedestrian access is facing the side yard shall require a larger setback. S
14. Landscaping plans shall be required for all new development, including rental units; single family dwellings shall be excluded. S



15. Parking shall be designed to maximize its usefulness and availability, particularly guest spaces. S

16. Conservation of legal non-conforming residential structures shall be directed through current procedures and programs. S

17. Increased density should be restricted in geologically and ecologically sensitive areas. S

18. A neighborhood approach of "string lining" and/or averaging shall be utilized wherever feasible in relation to any and all required standards. S

19. Residential standards shall be more precisely examined for their relative effects on development and their individual impacts during the implementation of this element. S



## REGIONAL HOUSING NEEDS ASSESSMENT



## REGIONAL HOUSING NEEDS ASSESSMENT (RHNA)

### FAIR SHARE HOUSING

California Housing law, Section 65583, requires that SCAG identify existing and future housing needs every five years and provide those figures to local jurisdictions. The Regional Housing Needs Assessment (RHNA) is the data which local jurisdictions are required to use to determine their housing needs in relation to regional needs. Accordingly, it is intended to insure that sufficient housing will be available, in the necessary locations, to accommodate growth in the region. Infrastructure is indicated to be the only reason for providing less than the fair share.

As a part of the development of a community housing strategy the state requires quantification of the locality's existing and projected housing needs for all income levels. The needs shall be based on the analysis of housing characteristics, income levels and local fair share of the regional housing need.

#### Housing Characteristics

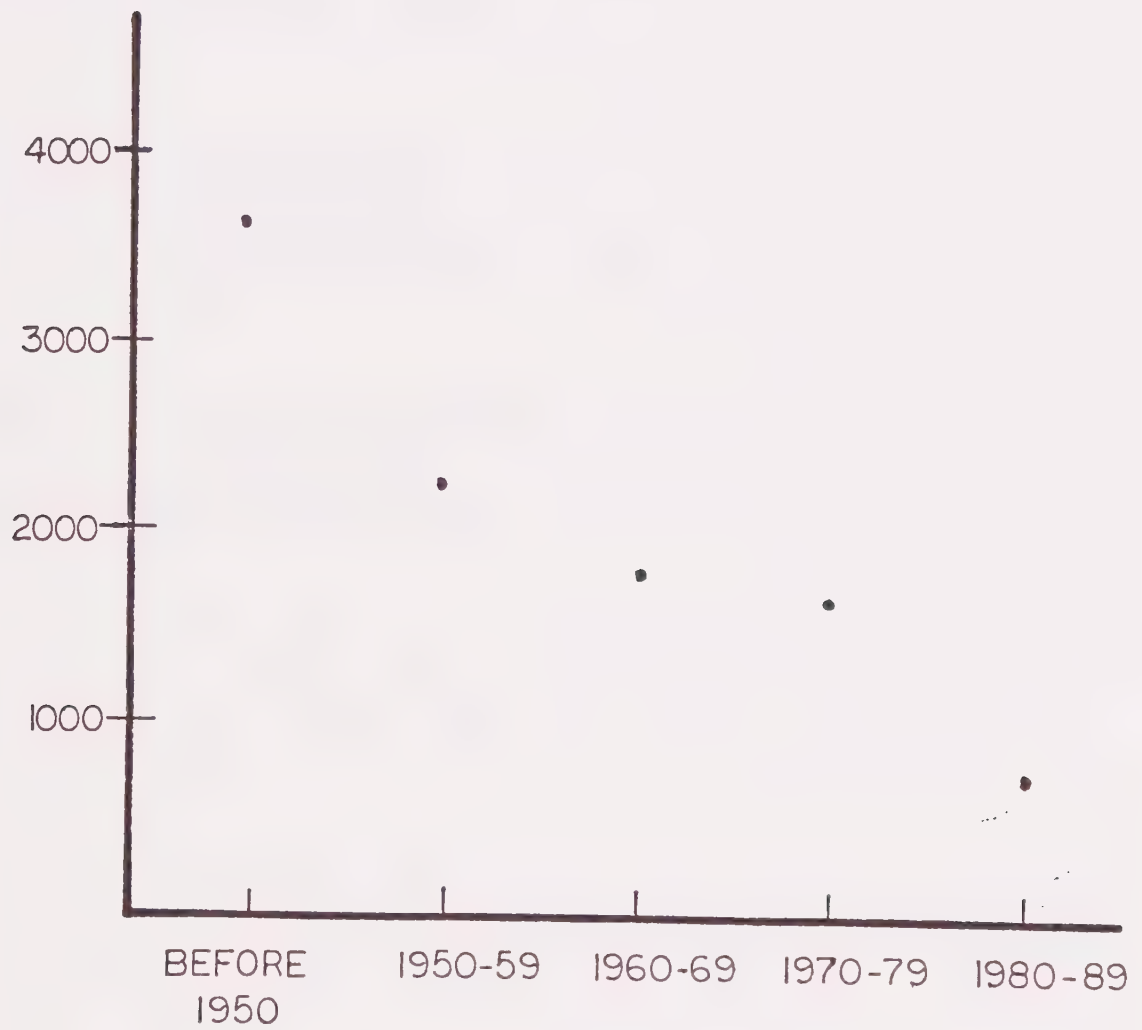
In the State law regarding housing Section 65583(a) 2 requires an analysis of housing including conditions and overcrowding. The analysis must include available data on the age of housing, tenure, and vacancy rates. Additionally, illegal units are discussed in the frame of pressure to provide affordable housing in the community.

Age of housing and condition are closely related factors in determining housing quality in the City. The 1950 Census reported that 48% of the 4,863 housing units were built before 1930. Urban Decision Systems, Inc. reports that today 33.5% of the existing housing is forty or more years old and 59% is more than 30 years old.

In general, housing units in Hermosa Beach are in fair to good condition for their age. Age of the units usually will indicate condition but proper maintenance can extend the useful life considerably. With approximately 6,077 units over 30 years old, maintenance and timely repairs have proven to be effective in conserving the condition of an older housing stock.

Tenure of housing also affects general housing conditions and sense of neighborhood. Tenure is simply defined as units owned compared with those rented. Owner occupied units in 1950 were 47.9% and has steadily declined to the 1980 level of 33.7%. The greater the percentage of owner-occupied units the higher the level of permanency in neighborhoods, as a rule.

# UNITS BY AGE



## TENURE TRENDS (1950-1980)

<u>YEAR</u>	<u>TOTAL UNITS</u>	<u>OWNER-OCCUPIED</u>	<u>PERCENT</u>
1950	4,863	2,046	47.9%
1960	7,044	2,901	46.0%
1970	7,923	2,973	37.0%
1980	9,633	3,245	33.7%
1989	10,129	3,082	32.8%

NOTE: Rates are calculated after subtracting vacant units from total units.

SOURCE: Bureau of the Census; UDS, Inc.

### VACANCY RATE

Neighborhoods can also be affected by vacancies in housing, both owner and renter-occupied. For the City, its beach location and the resulting desire to live here have kept the vacancy rate very low.

In 1980 the vacancy rate determined by the Bureau of the Census was 5.2%. Occupied units totaled 9,132 subtracting out the 501 vacancies. Since 1980 through mid-1989, 496 housing units have been added to the housing stock. Using the 1980 Census vacancy rate, of the 10,129 total units now existing, 9,602 are occupied and 527 are vacant.

These figures are important because SCAG adjusts the number of recommended units to be built in direct relation to actual vs. ideal vacancy rates. In 1988 the actual vacancy rate used by SCAG was 1.6% compared to the estimated ideal of 3.55%.

For the purposes of determining local housing share, the SCAG figures are used. The difference of 1.95% between existing and ideal rates with the application of the SCAG formula is then applied by multiplying the proportion of single family homes by 2 and the remaining proportion by 5 to determine the ideal vacancy rate. The formula translates to an existing need of 98 units and projected addition of 6 by 1994, (Table C-1, Appendix C).

However, the 1989 Department of Finance estimated rate of 4.34% slightly exceeds the SCAG ideal rate of 3.55%. The application of the formula would indicate a surplus of units numbering approximately 39, in this instance, for the City.



Vacancy rates, when they are low, result in higher rents with the lack of supply and shared housing to reduce monthly housing costs. The lack of supply, or choice, may also force people to accept housing accommodations below what they would normally choose. Shared housing is one example and can result in overcrowding in housing units.

Individual income of the residents in the City directly affects the type of housing in the community. Generally higher income levels, along with complementary housing conditions, encourage higher rents and higher prices on purchases of housing, as the market provides current demand of the consumer.

The income levels referred to are defined by the State and Federal governments and are used to provide consistency and comparability among local governments. They are divided into four categories which are: very low, low, moderate, and high. These levels relate to median income levels and currently are as follows:

TABLE II

INCOME LEVELS

STANDARD	NUMBER OF PERSONS IN FAMILY					
	1	2	3	4	5	6
Very low	13,950	15,950	17,950	19,950	21,550	23,150
Low	21,300	24,300	27,350	30,400	32,300	34,200
Moderate	31,900	36,500	41,050	45,600	48,450	51,300

NOTE: High income levels are those that exceed the dollar amounts in the moderate category.

Source: Department of Housing and Community Development, State of California, May 1, 1989

From the table above and the data in the income statistics, table E-1, Appendix E, it can be seen that only a small percentage of families living in Hermosa Beach fall within the very low and low income categories.

The last part of the needs based on income is the amount of monthly gross income that is paid for shelter. When that amount reaches more than 30% of the monthly gross then the household is "overpaying" for shelter. SCAG figures are based upon the Federal definition of 'overpaying' and are used in this revision,

although local banks assume people will have to pay a higher percentage for living in the expensive markets such as the beach areas. The Federal definition applied to our area may create higher statistics than are realistic.

With the income guidelines described above, the average household of two would consider renting in Hermosa Beach when the ranges were \$600 to \$2000 per month. This would not include purchase which would be well out of the current ranges. Average housing for ownership starts at \$160,000 for a condominium to \$290,000 for an older, smaller house to \$750,000 for a new, larger home. Even the condo purchase would require assistance to maintain the less than 30% monthly payment guidelines for the first timebuyer.

Ownership will continue to be concentrated among moderate and high income households. The trend is well established and the 1979 Housing Element describes much the same situation. The continued desirability of living in a beach city may cause the land values to go up even further and a high amount of residential recycling to occur to satisfy a sustained demand for new homes.

The 1988 RHNA prepared by SCAG estimates existing and future housing needs to 1994. Existing need is defined as those households who are currently overpaying for shelter and are classified as lower income households. Future need is defined as the net added units to service the population growth to 1994. The total of the two is then proposed as the local share of the regional need that the community is targeted to provide over the course of the planning period.

## EXISTING NEED

There were 9578 households in Hermosa Beach in 1988 by SCAG's estimates and 9389\* according to U.D.S. The difference in totals may, in part, come from differences in the methods of projections. In order to estimate the number of lower income households currently in the City, SCAG used the 1980 Census as the base for determining the percentage ratio of total households compared to lower income households. In 1980 there were 9,000 total households and 2,400 were determined to be lower income under 1980 income limits. Using the 1980 percentage, SCAG calculated that in 1989 lower income households numbered 2,663, which is 28% of the total number of households in the City.

\*Households are non-related and related persons living together, in all dwellings, excluding vacant units.

Although no direct correlation can be drawn between updated census information on households and income (see Table E-1,

Appendix E) 28% lower income households appears high in relation to that data.

The estimated existing need for 1989 was further broken down into categories of overpaying for shelter and overpayment by tenure and income. From SCAG's table for existing need the total number of lower income households does show 2,663, with lower income including both categories of low and very low. The table then estimates that 1,265 of those lower income households are currently overpaying for shelter. The estimate of 1,265 would represent 49% of all lower income households in the City of Hermosa Beach.

Next, the table separates the number of owners from renters. These numbers and their ratios are important because the problems and needs of homeowners are quite different from those of renters and community solutions should address both. Of the 1,265 lower income households, 159 were homeowners overpaying for shelter. 110 were very low and 49 were low income. Renters overpaying was 1,105 with 629 very low and 476 low income households.

#### **FUTURE NEED**

Determining future need, which includes all income groups, SCAG assembled the data shown in table E-2 in Appendix E. The information is divided into the four income categories of very low, low, moderate, and high. The 1988 SCAG projection was for 947 units to be built by 1994. Additionally, SCAG recommended that 30.9% of that number be constructed for lower income households. 69.1% would be constructed for moderate and high income households.

When the RHNA figures became available for review in 1988, the City of Hermosa Beach appealed to SCAG to lower the figures based upon the following:

- 1) Very small amount of developable, vacant land
- 2) Aged, deteriorated and over capacity infrastructure
- 3) Highest density of South Bay region.

The letter from the City is included as Appendix B of this report.

After receiving the information from the City and considering the explanation of local conditions, SCAG lowered the 1994 goal to 513 total units. They also explained that an error had been made and that the wrong model had initially been used to determine the local fair share for Hermosa Beach. The 513 total units accounts



for 248 units to be demolished and replaced and 265 new units to be added to the existing housing stock.

The 1988 revised future housing needs from SCAG sets goals for providing housing for each of the four income levels. The 513 units to be constructed should be distributed as follows:

<u>very low</u>	<u>low</u>	<u>moderate</u>	<u>high</u>
76	82	95	259

(from 1988 SCAG revised Regional Housing Needs Assessment).

City projections are lower than the SCAG allocation, taking into consideration changing employment, vacancy rates and other local conditions (see Appendix G). SCAG figures will be used only if the following numbers proposed by the City are found to be unacceptable:

<u>very low</u>	<u>low</u>	<u>moderate</u>	<u>high</u>
43	45	58	149

From 1980 through 1989 the Building Safety department reports that 496 units were constructed, including replacement of demolished units. If this average (50 units per year) continues through 1994, 100% of the projected SCAG recommendation will have been met. However, recently a reduction in housing starts has occurred, as a result of lower demand; dwellings for sale have remained longer on the market in recent months and some are being offered for rent because they have not sold.

## OUTLOOK

Local conditions may constrain the building of new units. As mentioned previously, there are presently only two vacant sites in the City available for residential development (refer to Sites Inventory, page 49, of this report). These have been proposed as high density projects. There are very few vacant single-family homesites in the City of Hermosa Beach.

Small project construction of one to nine units has been in the recycling phase since about 1980. Older units are first demolished and then new construction is built to the allowable density under the existing zoning. At the present, the Building and Safety Department estimates that construction is only for replacement which means maximum densities may have been reached for most of the areas in the City.

Even though units are being replaced and new units added to the housing stock, concerns are that the delivery of essential public services to the residents of the community may be in jeopardy. Water and sewer lines are old and in need of replacement. Regularly, portions of the sewer system have had to be replaced when the pipes collapsed. Water pipes need to be replaced by larger size pipe to handle daily usage and flow requirements for public safety. Many of the streets in the City were designed for a very different kind of community. Some are very narrow, some carry amounts of traffic well beyond design capacity, and most need repair or reconstruction. Flooding from storms and storm water drainage are also critical concerns. A detailed discussion of these subjects is found in the Infrastructure Section of this report.

Two last issues may play a role in the possible difficulty of achieving a goal of 265 additional units: cost of housing and restricted use of school sites. Construction and land costs for new housing continue to rise and at a rate that exceeds increases in income which results in less affordability of housing. While that may not reduce the actual number of units built, distribution to all four income groups may not occur.

The state also requires that consideration be given to the use of vacant school sites for potential development (Section 65583(a)3. In Hermosa Beach, with the density as high as it is, it has been determined that school sites represent necessary open space for the people who live in the community, by both national and state standards. And, for Hermosa Beach, the school sites are the last remaining open space areas.

Affordable housing objectives from the SCAG projections will mean providing 158 units by 1994 (see table E-2), for very low and low income households. An additional 355 units are projected to be needed for moderate and high income households. This brings the total local share to 513, including demolition replacements, for all income levels.

The provision of low income units includes the conservation of existing affordable units but is not a part of the future needs figures. The two mobile home parks in Hermosa Beach are part of the on-going conservation of affordable housing in the City. Efforts to keep those areas as mobile home parks were begun before the adoption of the 1984 Housing element revision. In 1988, the City Council publicly reaffirmed their intent to maintain mobile park zoning for the Marineland Mobilehome Park.

If the mobile home parks are ever proposed to be converted to other land uses, additional programs from the state could assist in the purchase of a park by the current residents or the cost of relocation could be assumed by the park owner (Appendix D is a sample ordinance and state program information). A Relocation Impact Report (RIR) is required prior to the conversion of a mobilehome park and conversion is subject to approval by the

City. The RIR is a detailed study of the total costs that will be incurred by the homeowners in the park and that those costs will be borne by the parkowner to mitigate the impact of relocating. The state program provides financial assistance to allow the current residents to purchase the mobilehome park.

In order to accomplish a SCAG goal of 158 lower income housing units, several different programs will be considered. Discussed in detail in the Implementation section, briefly, they are rent subsidy, unit conservation, shared equity, seniors assistance, and shared housing.

These programs were part of the 1984 Revision and as such are part of the sustained program effort of the City. Other incentives for project construction may include bonus density for providing assisted units or percentage of units designated for lower income households.

An infrastructure system that is operating beyond its useful life and design can be termed marginally functional. The population has exceeded expected densities as Hermosa Beach has changed over the years from a resort area of small cottages to larger, primary homeowners residences (particularly in regard to the street system with its narrow width). The implications of these facts are serious, even though considerable reconstruction and replacement has taken place in the last few years. Completed improvements have increased acceptable levels of service, in some cases, to match the City's current population. Studies have been completed by the City, County, and private consultants and have resulted in the City Council approving and authorizing various improvement projects. Reconstruction and repairs to the sanitary sewer system have improved the system's operation. However, the inadequacies of the street system does result in congested conditions.

Capital improvements have included budget amounts for projects every year as the streets and sewer continue to be upgraded. The water company has its own improvement plan and flood control is handled partly by the County of Los Angeles. Providing affordable housing or program actions insuring affordability may be directly affected by physical conditions in the City.





HOMELESS



## HOUSING THE HOMELESS

As a part of the 1989-1994 Housing Element update the State of California has declared that "...local and state government have a role to play in identifying, understanding, and devising solutions to the problem of homelessness."

In an effort to implement that goal the Legislature also required "...an identification of sites for emergency shelters and transitional housing ... by the next periodic review of a housing element pursuant to Section 65588 of the Government Code...in order to give local governments adequate time to plan for, and to assist in the development of, housing for homeless persons, if...there is a need...".

The new class of homeless is defined as families with children, individuals with employable skills, and formerly middle-class families and individuals with long work histories. At the state level the numbers of homeless have been increasing at a rapid rate and the concentrations of homeless have been the urban centers around the state and the region. According to a 1988 SCAG study, approximately 75% of the region's identified homeless are in Los Angeles with the balance distributed around the County.

For the South Bay region the SCAG study would indicate approximately 1,750 persons needing temporary shelter or housing assistance. These people are not always willing participants in formal assistance programs and it is often difficult to determine their level of need. If the homeless were evenly distributed in the South Bay region, according to population, Hermosa Beach would expect to have about 70 homeless persons representing 4% of the area's total.

Hermosa Beach has not identified significant numbers of homeless in the community as defined in the Government Code. The City Police department estimates that the range would be from 3 to no more than 6, based on officer knowledge and observations. It is anticipated that the 1990 Census will provide accurate data in this area and that determinations for courses of action will become clearer at that time.

One of the actions may be the formation of a regional committee to be composed of private and public agencies personnel. While continuing to support local activities, cities can have the opportunity to problem solve on a regional scale. Interest in such a program has come from several public and private agencies in the South Bay.

In the meantime, however, private organizations have made arrangements for facilities to provide temporary shelter, rooms and housing. Locally, the 1736 Crisis Center provided emergency housing for 157 adolescents in 1988-89. This level of service approaches the current capacity of the facility on an annual basis. Those teenagers served came from all over the United States and do not represent a homeless population from Hermosa Beach.

Regionally, the effort involves a number of agencies and programs operating individually, but not connected with any overall coordinated program for the homeless in the South Bay or in greater Los Angeles County. The list of services and centers at the end of this section gives a good indication of the current level being achieved on a regional basis.

Community support for these groups has been very positive and several of the programs serve more than one section of the homeless. For instance, a "safe house" program may provide emergency housing for a mother and her children and the housing in a different location for teenage runaways.

Other private efforts are beginning to create opportunities for the homeless to get back into society. Through the local Board of Realtors a person may arrange for up to 6 months housing if that person is willing to formulate a financial plan, seek employment or train for new skills, and arrange for independent housing during the transition.

Planning for the continuing needs of the homeless requires multi-agency cooperation. Location of emergency shelters and transitional housing must be flexible as homeless populations migrate. At the present time the teenage facility at the "1736 House" has sufficient capacity to serve those seeking short term housing. The program by the Realtors is relatively new and an adequate number of locations has not been secured.

Much of what is available regionally in program form is undocumented and difficult to find. Multi-agency cooperation could make accessible information regarding all known programs in the South Bay region and be better equipped to propose solutions.

## **SHELTERS IN THE SOUTH BAY**

### **CARSON**

Carson Shelter. 16 beds for battered women. 30-day maximum stay. Appointment required. 549-1375.

### **GARDENA**

City of Gardena Human Services. 3 trailers. Transitional housing for homeless men, women and families. 6-month maximum stay. 1651 W. 162nd St. Appointment suggested. 217-9574.

### **HAWTHORNE**

The Wayback Inn. 28-bed resident recovery program for alcoholic men and women. 6-month maximum stay. Appointment required. 12917 Cerise Ave. 675-4431.

Patterns. 23-bed residential recovery program for alcoholic mothers and their children. 1-year maximum stay. Appointment required. 2501 W. El Segundo Blvd. 756-1350.

### **HERMOSA BEACH**

1736 Family Crisis Center. 6 emergency shelter beds for homeless youths for up to 2 weeks and up to 10 beds for battered women and their children for up to 1 month. Transitional housing also available for battered women and their children for up to 6 months. Appointment required. 379-3620.

### **INGLEWOOD**

National Guard Armory. Emergency shelter for homeless men and women during cold weather. Number of beds varies depending on demand. 111 Grosvenor St. (800) 548-6047.

Excelsior House. 6 beds for the chronically mentally ill. 14-day maximum stay. Referrals only. 923 Inglewood Blvd. 671-9005.

### **LAWNDALE**

Transitional Living Center. 9 beds. Transitional housing and treatment for chronically mentally ill. 4-month maximum stay. Appointment required. 16119 Prairie Ave. 542-4825.

### **LONG BEACH**

The Flossie Lewis Center. 15 beds for participants in center's 90-day program for recovering alcoholic and chemically dependent women. 15 transitional-housing beds for up to 1 year for women who have completed the 90-day program. 1112 Locust Ave. 435-7350.

Long Beach Family Center. Up to 60 emergency shelter beds for families, senior citizens and disabled persons. Address is confidential. Must be referred by Traveler's Aid (432-3485), Catholic Charities (591-1351) or the Disabled Resource Center (427-1000).

### **REDONDO BEACH**

Crossroads. 6 beds. Transitional housing for the mentally ill. 1-year maximum stay. Appointment required. 543-5354.

### **SAN PEDRO**

Harbor Interfaith Shelter. 17 apartment units. Transitional housing for homeless families. 60-day limit. Appointment required. 831-0589.

Harbor View House. 10 emergency shelter beds for mentally ill men and women. Maximum stay 2 weeks. Referrals only. 547-3341.

House of Hope Foundation. 6 beds for recovering alcoholic women. Maximum stay 90 days. Appointment required. 831-9411.

Rainbow Services. 18 emergency shelter beds for battered women and their children. Maximum stay: 45 days. 547-9343.

Serenity House. 6 beds for recovering alcoholic women. Maximum stay 6 months. Appointment required. 831-6949.

### **TORRANCE**

Gratitude Retreat. 22 beds for recovering alcoholic men. Maximum stay up to 3 months with extension possible. Appointment required. 1729 Cabrillo Ave. 618-9173.

### **WILMINGTON**

Beacon Light Mission. 28 beds. Emergency shelter for alcohol- and drug-free homeless men 18 and over. Limit 7 nights every 3 months. 830-7063.





**SPECIAL NEEDS (SENIORS, HANDICAPPED, LARGE HOUSEHOLDS)**



## SPECIAL HOUSING NEEDS

The analysis of existing and future housing needs shall include several categories of people that may require additional consideration in finding housing. The categories from the State law, Section 65583(a) 6 are: handicapped, elderly, large families, farmworkers, female heads of households, and homeless.

The delineation of these groups may not always be distinct. An elderly handicapped widow (female head of household) is a good example of the overlapping that occurs. However, statistics for each category are available, with the exception of the handicapped, and without adjustments for overlapping.

Homeless represent the smallest number of the special needs group with an estimated 4 living in the City. For Hermosa Beach that number is very small but the regional numbers are estimated to be much higher. Compounding the current problem of lack of shelter, programs, etc. is an ever-increasing homeless population. In fact, the State has declared that extra analysis and provisions be made in the 1989 Housing Element.

Farm workers in Hermosa Beach are estimated to number 82 by Urban Decision Systems. No special need has been determined for this group in the past and future needs are not expected to include additional housing needs.

Female heads of households total approximately 607 according to the 1980 Census. At that time 11%, or 68 households, were below the poverty level. No data are available to directly relate these statistics to housing information. However, the SCAG estimates for low-income households include whatever number of the 68 are overpaying for shelter (see RHNA section).

U.D.S., Inc. has estimated that large families account for 3.4% of the total number of families in Hermosa Beach. The definition of a large family is five or more persons meaning that the 322 large families represent a population of at least 1610 persons. Average family income in 1989 for the City was \$71,223 and per capita income was \$20,947. Those numbers and assuming 2 workers/family would seem to indicate at those levels no special needs have been projected for the category of large families.

Included in the numbers of large families may be households of single adults sharing the same housing unit. It is a common practice in the City as people fulfill their objective of living close to the beach.

The senior citizen sector represents the major emphasis of the housing program. As previously mentioned, the numbers of people may overlap between categories but statistics just for senior citizens, who may also be included in another category, are available.

The estimated number of elderly reached 1,079 by 1989. The number below the poverty level was 73. Projections are for substantial increases in numbers of seniors and the percentage of the total population they represent. As a result and because the majority of the senior citizen category live on fixed incomes the housing program proposes several actions to assist those in that sector.

From 1984 Housing Element, the affordable housing actions of Shared Housing, Shared Equity and Affordable Housing Fund could be continued or reinstated through 1994. Additionally, it is believed that the hospital site may become a seniors housing project; with a percentage of the units to be designated for low and moderate income senior citizens.

As previously stated, handicapped statistics were not a part of the 1980 Census material. Although that sector was not counted it appears that either the needs of the handicapped with regard to housing are being met or that inclusion in a second special category has achieved the same result.

The local chapter of the Association of Retarded Citizens (ARC) operates programs in one of the City's facilities and was contacted to provide an estimate and determine a need, if one existed, for handicapped persons in Hermosa Beach. ARC personnel did not have any figures but noted that participants in their programs came from throughout the South Bay and currently had none from Hermosa Beach.

## JOBS/HOUSING BALANCE





## JOBS/HOUSING BALANCE

For the 1989-1994 planning period, the City of Hermosa Beach anticipates continued progress toward meeting a regional jobs/housing balance. The policy of creating jobs where housing exists or building housing where the jobs are was introduced by SCAG as a part of their Growth Management Plan. Through 2010 SCAG projects that the sub-region will not improve the balance and will create more jobs than provision of additional housing.

The February, 1989, Regional Growth Management Plan (GMP) from SCAG states that the situation will not only not improve it will affect several other living factors in the area. "This growing imbalance between the location of jobs and housing will worsen the problems of mobility and air quality, the distribution of tax revenues, the character of communities, the productivity and well-being of workers, and the region's general quality of life." (Excerpt from page III-1, GMP, 1989).

The ratios for the jobs/housing policy were calculated by SCAG with data from the State Department of Finance and the State Employment Development Department. The actual ratios are simple to compute: the number of jobs is divided by the number of houses in the same defined, geographical area.

The 1984 jobs/housing ratio for the Santa Monica Bay urban sub-region, which includes Hermosa Beach, was 1.46. By 2010 the ratio will increase to 1.52. The projected growth of employment is 253,000 jobs and the ratio for 1984-2010 is 1.72, dividing added jobs by added housing.

The entire Los Angeles region has a jobs/housing ratio of 1.27 and by 2010 that ratio will have decreased to 1.22. SCAG policies and suggested implementation actions are proposed to provide new housing in all the sub-regions in numbers that will bring the sub-region ratios closer to the regional one.

## EMPLOYMENT FORECAST

Small lot commercial development is the predominant type in the City of Hermosa Beach. Like the residential areas, the commercial land in the City is built-out and new construction is the result of recycling of old buildings. Therefore, job development will tend to be in small firms of a commercial nature and create only small numbers of new jobs.

There will be some increased employment, though, in the City through 1994. The spring of 1990 is anticipated for the opening of a new hotel (Pacific Coast Highway/Gould). A second hotel, located near the beach, may also add employment but is only proposed at this time. Cottage industries, the use of home computers and service-oriented businesses operated out the the home, may grow in numbers and popularity. Although the total may not be significant they could account for additional jobs by 1994.

The distribution of employment in the City is not anticipated to undergo any major shifts or changes. Service industry jobs will increase in number and percentage of jobs with the completion of the new Hermosa Beach Hotel and the proposed Beach Hotel on the Strand which is scheduled for construction start-up in 1991. Service jobs are currently about 10.3% of the total employment in Hermosa Beach.

The sub-region will continue to be jobs-rich through 1994, creating more new jobs than added housing. On the other hand, projections indicated above show that the City of Hermosa Beach will finish the planning period with a greater increase of housing units than numbers of jobs created and will be housing-rich during the same period.

The emphasis on housing in the region creates a dilemma for the continued growth and well-being of the City of Hermosa Beach. The economic environment in Hermosa Beach would indicate that a realistic balance might be better achieved, for the City, with efforts to increase economic development and more jobs. That kind of program, however, does not coincide with the stated policy for regional jobs/housing balance. Localized disparities are often lost in the larger, regional issues but they represent the community and in the future may need to be considered at the regional level.

## STATISTICAL DATA AND PROJECTIONS



**STATISTICAL UPDATE  
AND PROJECTIONS**

**Population Growth**

From 1960, when the size of Hermosa Beach was 16,115 persons, to 1989 with an estimated population of 21,040, the City has grown at an average annual rate of 1% for the 1960-89 period. That rate is much lower than the Los Angeles County rate of 1.5% annually.

The increases have also come at varying rates since 1960. With the estimate of Urban Decision Systems (U.D.S.) the short term increase of 16.4% from 1980-1989 is the largest of the 30 year period. U.D.S. projects that the annual rate through 1994 will decrease slightly to 1.49%. Projected to 1994 the 7.4% total increase would put the population at an estimated 22,710.

**Table III**

**POPULATION - GROWTH RATES**

<u>YEAR</u>	<u>POPULATION</u>	<u>%RATE</u>
1960	16,115	-
1970	17,412	8.0%
1980	18,070	3.7%
1989(est.)	19,764 DOF*	9.4%
1989(est.)	21,040 UDS	16.4%
1989(est.)	19,272 L.A. Co.	6.6%
1994(proj.)**	20,258	2.5%

\* DOF: State Department of Finance

\*\* City estimate using DOF data and expected new units

The growth in population also means a rise in the number of persons per square mile in the City or its overall density because the geographical size of Hermosa Beach is fixed. The City is bounded on the west by the Pacific Ocean and on the south and east by the City of Redondo Beach. The northern limits are shared with Manhattan Beach.

The County of Los Angeles estimated for July 1988, that the overall density in the City was 14,171 persons per square mile with a total population of 19,272. The City estimate of 20,258 would result in a density of 15,006 persons per square mile. In 1988 Hermosa Beach ranked 6th in the county and 1st in the South Bay region in population density.

The variation in estimates is a result of projection methods. The factor of almost all units constructed from 1980 to 1989 were condominiums with more floor area than ever constructed in the past gives credence to the larger household size which accounts for some of the variation in estimates.

The projected growth of 1,670 to 1994 will produce a density of 16,822 per square mile. Illustrated in the table below, this continued growth will probably keep Hermosa Beach in the number one position:

**Table IV**  
**COMPARATIVE DENSITIES OF CITIES IN THE SOUTH BAY REGION**

<u>CITY</u>	<u>POPULATION</u>	<u>POP. PER SQ. MI.</u>	<u>SIZE OF HOUSEHOLD</u>
HERMOSA	19,272	14,825	2.045
LAWNDALE	27,287	14,362	2.995
LOMITA	20,294	10,302	2.49
HAWTHORNE	67,359	12,028	2.43
REDONDO BEACH	64,720	10,439	2.35
GARDENA	50,876	9,492	2.73
MANHATTAN	35,142	9,034	2.431
TORRANCE	142,153	6,769	2.67
EL SEGUNDO	15,768	2,883	2.29
RANCHO PALOS VERDES	45,984	3,739	3.03
PALO VERDES	15,009	3,160	2.99
ROLLING HILLS	2,092	697	3.23
ROLLING HILLS EST.	7,865	1,635	2.96

SOURCE: County of Los Angeles Regional Planning;  
Urban Decision Systems, Inc. January 1989.



## Population Characteristics

As the City continues to grow in population it is important to anticipate future housing needs because there is limited space available. How is the population by age category generally distributed in that space? What is the average household size currently? What is the employment outlook for current residents and will future jobs fill local needs? Is the general income level improving (which might encourage ownership)?

It has been widely reported and documented that the nation's population is getting older as the World War II "baby boomers" reach their mid-40's and it is also occurring in Hermosa Beach. Median age in 1980 was 29.9 and estimated at 31.7 in 1989. In 1980 17.6% of the population was under 21 years of age and 34.3% were 35 or older. In 1989, the percentages were 13.5% and 36.65%, respectively. A complete breakdown of the distribution of the population of Hermosa Beach is shown in Graph II. Age groups are those from the 1980 Census to allow for comparability between 1980 and 1989.

The citizens of the community, on the average, will be older and the median age is projected to go up to 32.4 years from the 31.7 in 1989. The shift can be seen on the distribution in graph II and can be anticipated to continue for some time.

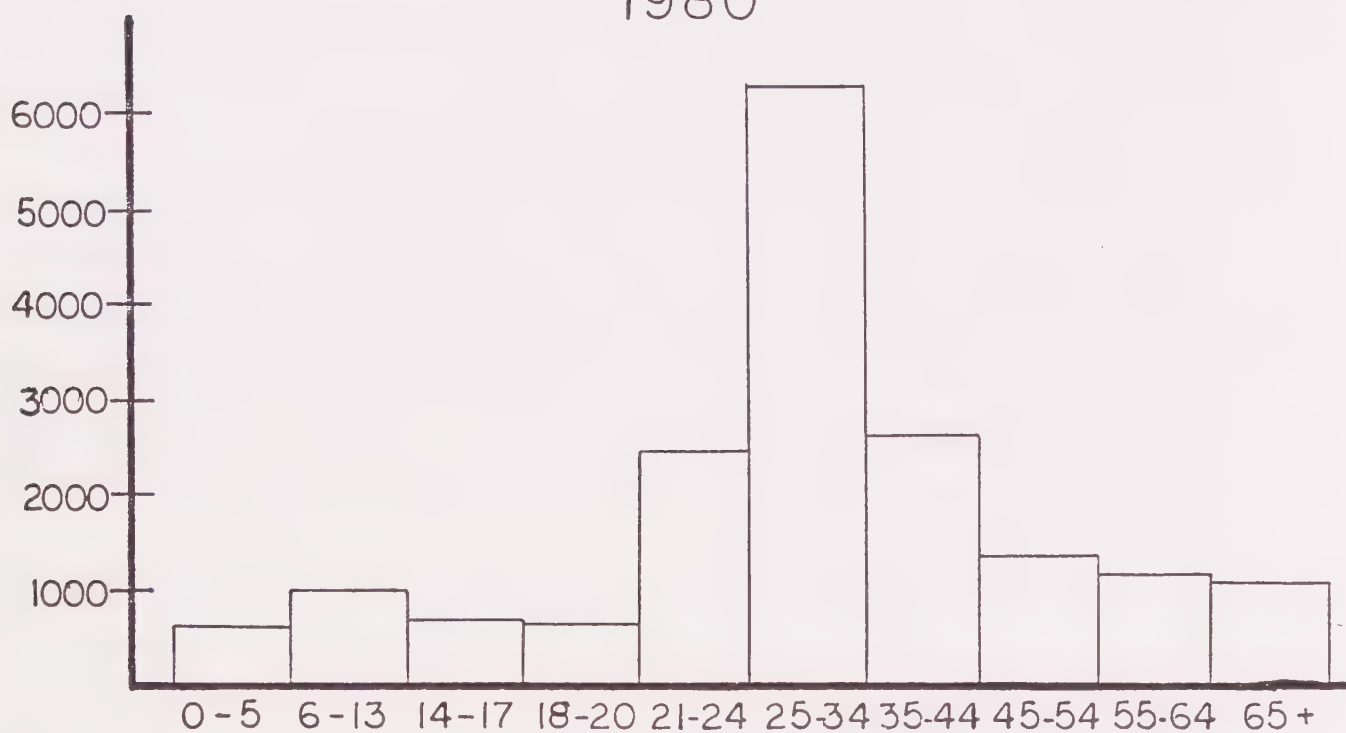
The shift in population by age has been accompanied by the fall and rise of average household size. In 1970 the average household contained 2.5 persons. By 1980 the number had fallen to 1.96 in Hermosa Beach and estimated in 1989 to be 2.24 by U.D.S. The State of California Department of Finance estimates 2.045 persons per household, a little less, but still an indication that household size has begun to increase. Large households of 5 or more persons increased both by number and percentage during the 1980-89 period. Currently 3.4% of the households are large, totaling 322.

Through 1994 projections are a continuation of the trends mentioned above. In 1994 the population is expected to have grown to 22,710 persons with an estimated 9,432 households. Average household size should increase from 2.24 to 2.40 by the end of the planning period based upon the projections from Urban Decision Systems. The population density, with the increases already noted, should reach 16,822 persons per square mile by 1994.

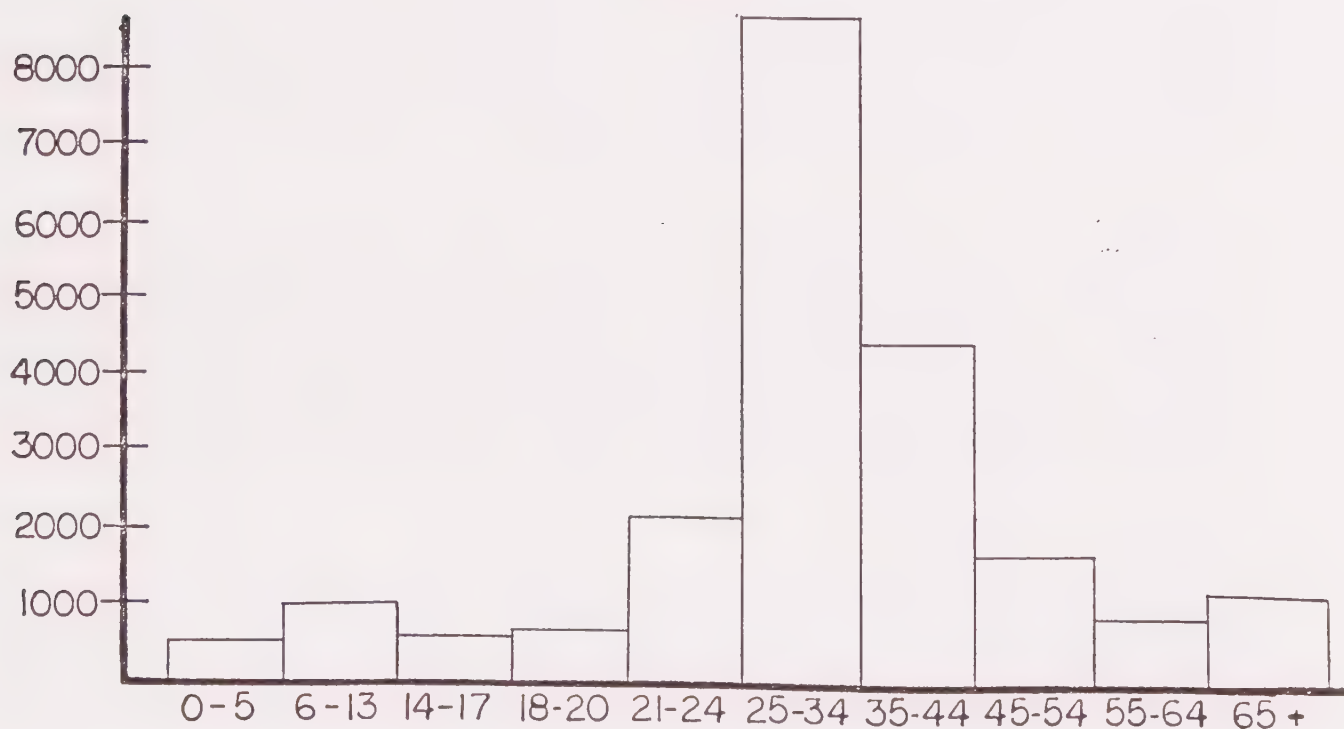
## Income

Income, by household and per capita (adjusted for inflation), rose substantially from 1980-1989. Urban Decision Systems estimates an increase in 1989 to \$20,947 per capita and the 1980 Census figure was \$13,386. Average household income was \$26,431 in 1980 and \$46,941 in 1989. In 1980 44.1% of the households

GRAPH II  
POPULATION DISTRIBUTION  
1980



1989

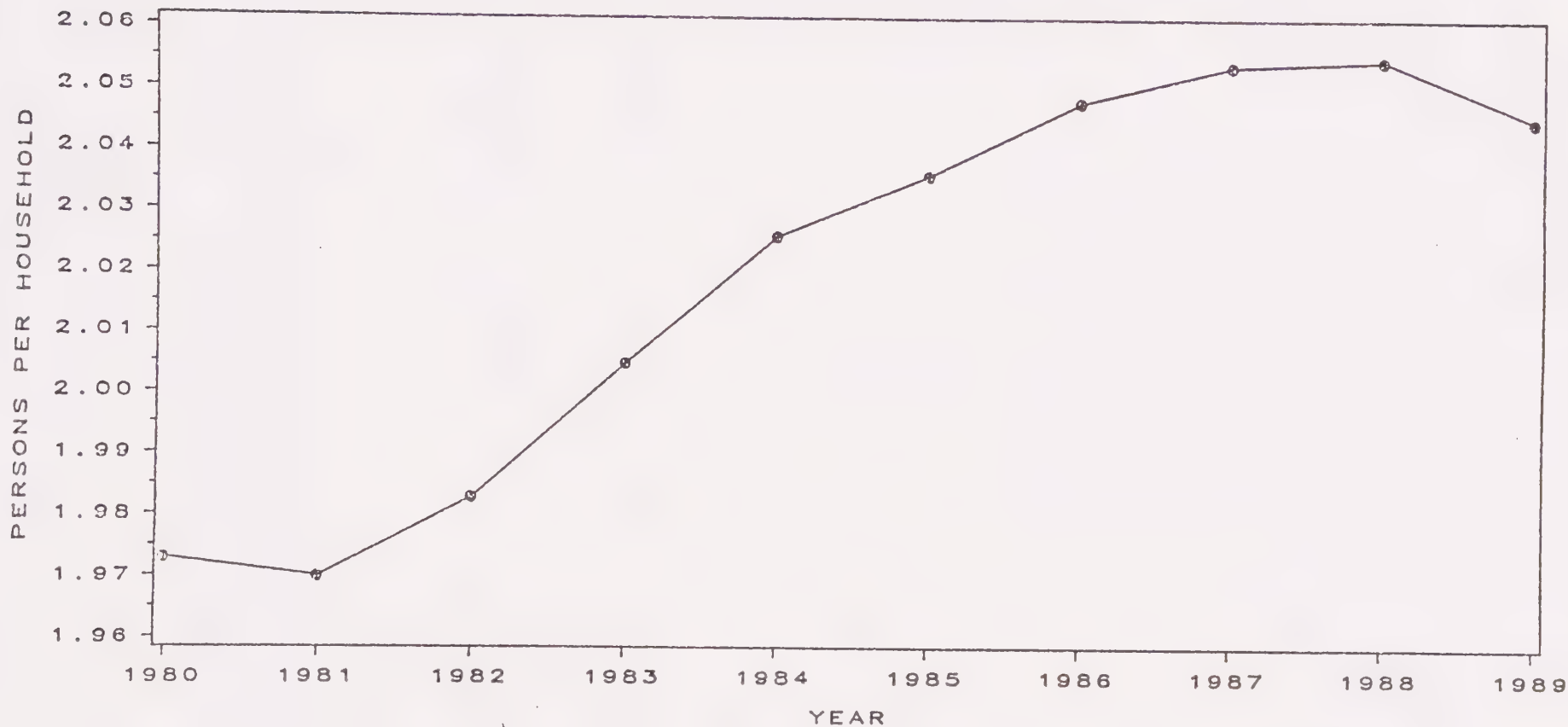


# PERSONS PER HOUSEHOLD

JANUARY 1

CITY : HERMOSA BEACH

COUNTY : LOS ANGELES



STATE OF CALIFORNIA  
DEPARTMENT OF FINANCE  
DEMOGRAPHIC RESEARCH UNIT

YEAR 80 IS CENSUS

PLOTTED ON 22NOV89

earned more than the median income levels in Los Angeles County. In 1989 that had increased to 52.9% of the households.

Although incomes are increasing, cost of housing has risen at a much faster rate. Salary averages have risen about 700% since 1960 compared to an 1800% increase in the average cost of a dwelling unit. The average household income in 1989 would need to be \$138,600 to have kept pace with the increase in the cost of housing. Table V and Graph IV show the different rates of increases between housing costs and household income.

**TABLE V**  
**COMPARISON OF INCREASE**  
**IN HOUSING COSTS VS. INCOME**

<u>Cost of House</u>	<u>Year</u>	<u>Median Family Income</u>
\$ 18,000	1960	\$ 7,717
30,000	1970	11,439
125,000	1980	27,269
250,000	1989	49,435

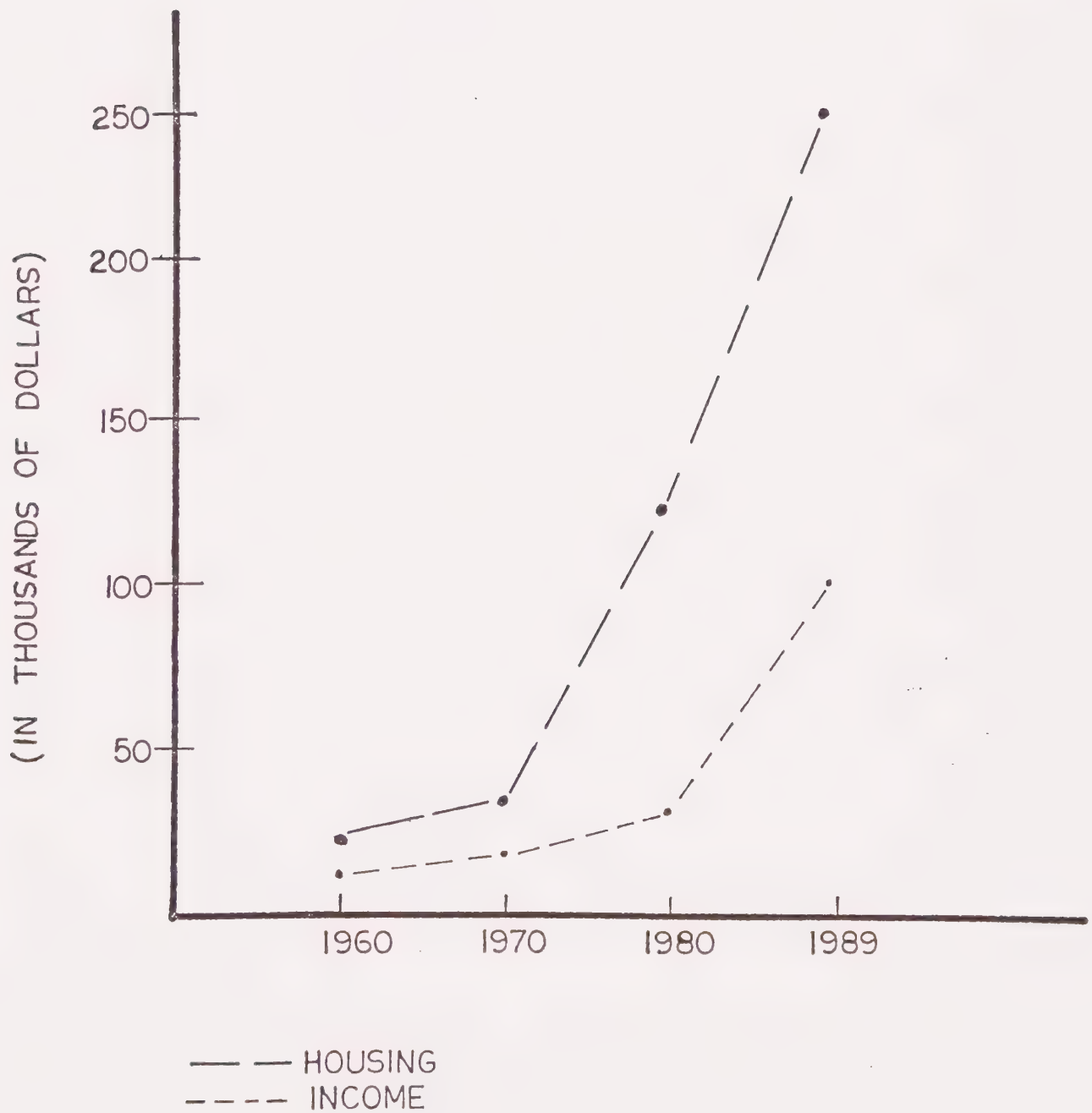
Sources: Urban Decision Systems, Inc.; Bureau of Census; 1979 Housing Element, City of Hermosa Beach

By 1994 average household income in Hermosa Beach is estimated to be \$60,352 with a per capita figure of \$25,066. Average family income is also expected to rise from its 1989 level of \$71,223 to \$112,430 by 1994.

### **Employment**

Individual employment for members of these households was approximately 12,430 in 1980. The 1989 U.D.S. figure of 21,040 for the City would mean 14,015 were employed in 1989. Blue collar employment (laborers, craftsmen, etc.) accounted for 27.2% and white collar for 72.8% in 1989 for the total work force.

GRAPH IV  
COMPARISON OF  
RISE IN  
HOUSING COSTS VS. INCOME







## HOUSING STOCK



## HOUSING STOCK

Part of the purpose of reviewing the housing section of the General Plan is to make determinations about how effective the actions of the community, which stem from approved goals, objectives and policies, have been during the planning period. Of major importance in the City of Hermosa Beach is the maintenance of existing housing and new housing as it becomes needed.

From 1984 through 1989, total residential permits issued were 1,252 - remodeling and repairs totaled 1,013 permits according to statistics from the City Department of Building and Safety. This factor represents an estimated 10% of the housing stock that has been upgraded since 1984. Refer to Table VI for the last 10 years of valuations.

**TABLE VI**  
**CITY OF HERMOSA BEACH**  
**CONSTRUCTION VALUES 1979 - 1989**

<u>Fiscal year</u>	<u>Residential No. of permits</u>	<u>Valuation</u>	<u>Commercial No. of permits</u>	<u>Valuation</u>
1979-80	227	4,674,395	31	840,500
1980-81	175	3,497,248	29	620,725
1981-82	164	4,245,137	55	5,940,605
1982-83	172	3,662,813	47	1,958,080
1983-84	209	12,258,090	41	11,806,499
1984-85	239	13,306,320	48	6,594,037
1985-86	264	14,686,577	50	5,040,953
1986-87	286	19,943,665	49	13,176,147
1987-88	234	13,735,644	33	867,180
1988-89	229	15,911,529	38	3,630,235

Sources: Construction values - City of Hermosa Beach Department of Building and Safety

Units being constructed in 1989 average 2000 square feet of livable space and range from \$250,000 to \$700,000. Prices

reflect the on-going demand for residential properties in Hermosa Beach resulting in a land and construction cost range of \$140 to \$200 per square foot, depending upon whether the design is custom or standard.

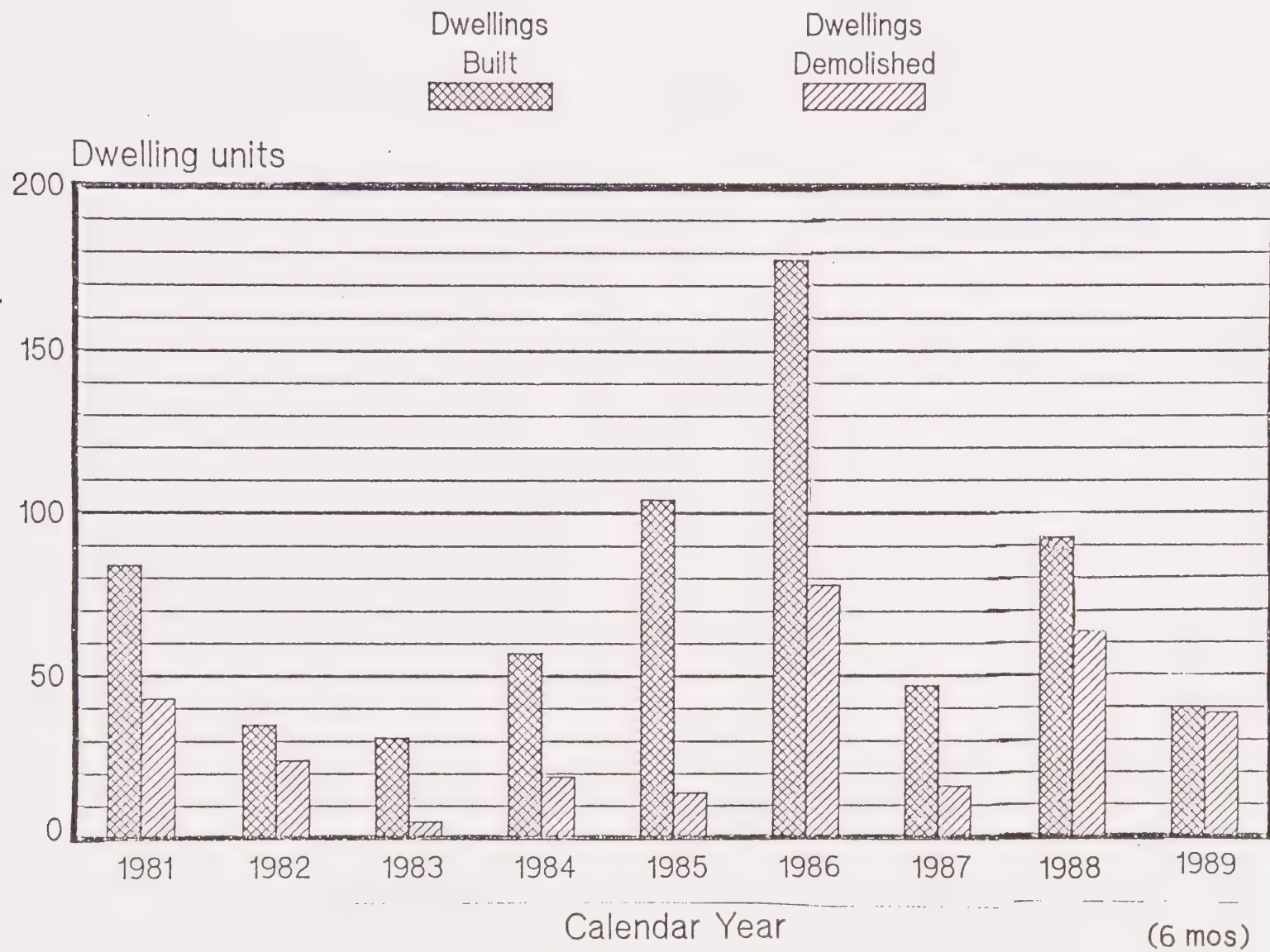
All construction in the City must meet the minimum standards of the Uniform Building Code. New construction, repairs, and remodeling done under the Code could be viewed as improvements to the general quality of the housing stock when compared to construction from several decades ago done without benefit of codes. The zoning code already includes provisions to protect legal non-conforming dwelling units, allows for expansion and encourages repair and upkeep as a part of the conservation objective.

Improved housing and neighborhood conservation also require that residents maintain the areas around dwellings, especially when housing reaches the density levels that exist in Hermosa Beach. A general survey of neighborhoods, done in conjunction with the January, 1990, site inventory, showed that the degree of maintenance was satisfactory. The possibility of the lack of general maintenance, which could affect an entire neighborhood, may lead to property maintenance programs for the City and focus on upkeep of the grounds of each housing unit in the City. The objectives would not attempt to change the character of existing neighborhoods but simply insure general upkeep.

With the quality level going up in the City and fulfilling several objectives concerning neighborhood conservation, the last five years have also generated 279 new units to the housing stock. Total permits were 539 which includes the 260 that were demolished and then replaced. In 1980, according to the Bureau of the Census, there were 9633 housing units in Hermosa Beach. As of July, 1989, the net change of 496 would increase that total to 10,129.

Quality measures will be a priority again during this planning period as the City deals with historical neighborhood concerns. Density, off-street parking, neighborhood image, size of buildings, setbacks, and landscaping are some of the specific issues proposed to be studied.

# Dwelling Unit History







## ILLEGAL UNITS



## ILLEGAL UNIT ABATEMENT

Housing standards, building codes, and zoning ordinances are intended to provide minimums for housing construction that result in safe and sanitary housing units. In the 1984 Element one of the issues was the problem of illegal units which did not meet those minimum requirements. Illegal units, or "bootlegs" as they are more commonly called, are units created and are not reviewed through the permit process of the City.

Although the City had the necessary codes in 1984 to begin to eliminate these units (Uniform Code for the Abatement of Dangerous Buildings, Uniform Housing Code), active enforcement did not begin until 1986 with the addition of personnel designated for that task. The main objectives to be pursued were prevention and abatement but the process also assisted in the conservation of units when abatement proved to be unnecessary.

Prevention through the use of deed restrictions in new developments helps to eliminate the possibility of future illegal units. The restrictions specifically prohibit additional units or the conversion to more units. Under those limits the City is permitted to enforce compliance. Removal of illegal units is accomplished through established procedures administered by the Building and Safety Department. Several steps are involved prior to abatement enforcement:

- 1) Identification of unit as potentially illegal
- 2) Data collection regarding subject property
- 3) Determination of property status.

Abatement actions identifying units as possibly illegal can begin from citizen complaints, or parking program monitoring, and also observations from City staff involved in regular, scheduled work around the City.

After identification, the task of putting together all information about the property is done. This includes on-site inspections of the property, when possible, so that code compliance can be determined. Also included are the City's records of remodeling activity, by permit, and zoning information from the Planning Department.

With the completion of the data collection and its review, initial status and action are proposed. From Table VI it can be seen that initial status has conserved, or not found reason for abatement, for 59 units. When units must be eliminated or work done to comply with existing codes, further actions only occurs when disagreement arises between the City and the property owners. Hearings are then held and legal actions may be initiated by either the City or the property owners.

Originally the legal work was handled by the District Attorney's office and proved to be too slow to be most effective. In 1989 the City hired a special prosecutor to increase the quality of legal work in the program and speed up the system when prosecution became necessary. The costs of the administrative and legal work done by the City may also be recoverable by the City through civil prosecution of the violator. The County of Los Angeles has used the process recently and it has proved successful.

The abatement program is one of the continuing actions from the 1984 Element and is an important part of the 1989 Element in improving housing quality and conservation of existing units that are safe and sanitary. No quantifiable objectives are proposed in the 1989-1994 planning period and no changes are proposed in the administration of the program action. With only one set of results available, quantifiable objectives and projections for 1989-1994 would be very difficult to establish. However, the accumulated results by 1994 will give a more complete background of the program.

The emphasis placed on the abatement of illegal units in Hermosa Beach continues to increase as more information is gathered on the cumulative efforts on the health, safety, and general welfare of the community. Along with minimum code violations is the tendency for landlords to allow units to become overcrowded by permitting occupancy of more tenants than a unit was intended to house. In Hermosa Beach, that usually means a household of unrelated individuals, overtaking their housing unit and the public facilities. This situation would include creating a problem of adequate parking for the extra tenants who are impossible to compute in the attempts to solve the parking dilemma. Additional demands for water, sewer, fire protection and other services are also hard to determine when actual numbers of residents are unknown.

TABLE VII  
ABATEMENT ACTIVITY

JAN. 1986 - OCT. 1988

Cases Investigated	Illegal Units Abated	Cases Unsubstantiated	Cases Outstanding
120	31	59	30

Source: City Department of Building and Safety

## CONSTRAINTS TO DEVELOPMENT





## CONSTRAINTS TO DEVELOPMENT

Under section 65583(a)4;5, the updated housing element shall include an analysis of both non-governmental and governmental constraints to the maintenance, improvement, and development of housing. Both actual and potential constraints shall be reviewed for their effects.

### **Non-governmental Constraints**

Non-governmental constraints center around the lack of vacant land, project feasibility, financing, and marketability. Price of land and cost of construction have risen sharply since the 1970's. Current land prices are up to \$100 per square foot and building construction cost average \$75 per square foot for new construction.

Even though project costs are increasing, financing seems to be readily available. No differences in interest rates or loan availability is apparent compared with other surrounding areas. Permits issued for repairs, improvements and new construction continue to average over 200 annually. The area has also shown strong market position as people continue to relocate and buy housing in the beach communities of the South Bay. Builders are building the type of units which are popular and selling. Those units average 2,000 square feet and are two stories in height, generally.

Site selection has turned out to be the most costly part of building a house because in Hermosa Beach that means purchasing an existing house. Selling price of the replacement house can vary greatly depending on the condition (which changes the cost) of the old unit. In 1967 site costs were estimated at \$7,222 and represented 28.7% of the total cost of a new home. By 1989 land costs have become the major expense at \$150,000 to \$250,000 per lot. Table VIII illustrates the comparison of land costs from 1967 through 1989.

**TABLE VIII  
SITE COST INCREASES**

<u>YEAR</u>	<u>AVERAGE COST</u>
1967*	\$ 7,222
1970*	9,088
1983**	142,000
1989***	240,000

Sources: \* 1979 Housing Element, City of Hermosa Beach  
\*\* 1984 Housing Element, City of Hermosa Beach  
\*\*\* 1990 Survey, Planning Department

Secondly, the builder must confirm that utility services will be accessible. The water system is privately operated the same as the telephone, electricity, gas, and cable company. Delivery of water, however, may not be as easy as providing the other utilities.

The water system capacities were designed for approximately half as many people as use the system at present. Original installations were to handle water consumption in a beach community, not daily domestic use of permanent residents. Improvements to the system, including hydrant replacements for increased fire protection, have been continuous the past few years. A detailed analysis will be contained in the Safety Element but it is important to note that the standard for putting out a single family house fire recommends 1,500 gallons per minute (gpm), available at the hydrant. Part of the system in the City is as low as 650 gpm.

### **Governmental Constraints**

Governmental constraints are in the form of delays in processing, code enforcement, fees and exactions which affect the end cost of the housing unit. Although the intent is to insure quality housing, the administration of codes and ordinances to fulfill that intent also has a cost. That cost is recovered from the developers to pay for their inspections, utilities service change, and other related services provided by the City. The typical cost in Hermosa Beach for a new unit is \$10,000 in governmental fees, which is about 4% of the total cost of the house, on the average. To insure that fees remain related to actual City costs, Hermosa Beach has an on-going fee survey program. The program monitors all related fees and projects impacts from any changes. Generally, the fee schedule for single family home is as follows:

<u>ITEM</u>	<u>FEE</u>	<u>ITEM</u>	<u>FEE</u>
Building permit	\$2000	Sewer	\$900
Plan check	1300	Hydrant	1210
Open space acquisition	4290	Seismic	15

The amount of the fees does not seem to have been much of a constraint, though. As mentioned, the permit activity has remained steady and high for the last three years. Permits for repairs and improvements are much less than new construction. Most repair and maintenance projects do not require utilities work, there are no added units and building inspectors make fewer trips and inspections, all which lower the fees. Enforcement of the Uniform Building Code has raised the minimum standards for housing construction in the City over the years. Like all other jurisdictions in the state, administration of the code is a

typical program activity, and therefore does not result in any unique constraint to development not found in all other cities in the state.

Potential constraints relate to the poor, existing condition of the infrastructure (water and sewer) and continuing density increases which are viewed as detrimental to maintaining environmental quality in the City and its individual neighborhoods.

Much of the water and sewer lines systems are over 60 years old and have been monitored closely to identify any problem areas. Several engineering studies have been done to analyze existing conditions and more detail is included in the following sub-section, Infrastructure. The current situation, however, may require temporary, governmental limitations and other alternatives to assist in the planned improvements to both systems.

Density, of course, directly affects the demand for utilities but it also affects the quality of life of residents in the community. In the last 10 years actions have been taken, such as moratoriums and ordinance revisions, to address the increased number of housing units and neighborhood compatibility. Hermosa Beach was sixth dense in the County in 1988 by population and presently has 7,483 dwelling units per square mile. Design and construction of new housing units must insure compatibility with surrounding development. The attempt is to minimize any impacts on the already dense urban environment.

plandoc/consdev



## INFRASTRUCTURE





## INFRASTRUCTURE

The City of Hermosa Beach, like many communities, has the responsibility of providing public services for the general health, safety and welfare of its residents. When housing is discussed those services include water, sewer, flood control, streets, fire protection, police safety, electricity and natural gas, as essential points in the quality of housing.

The water and sewer systems in the City are very old and, in many instances, not providing adequate service levels. The water system dates back to World War I and is privately owned. At that time it could not have been anticipated that what was designed to be a low density beach community would become one of the most densely populated cities in the State of California.

Under present conditions and population demands it is estimated that one-third to one-half of the existing water system is in need of upgrading. With over 30 miles of pipe in the system there are still areas where smaller 2" pipe flows into larger 6" or 8" mains. The lack of pressure that results can cause serious problems. Smaller water pipe may also not be able to deliver enough water to satisfy peak demands.

Water is also critical in providing adequate fire protection to every house in the City. Fire Department official, however, estimate that national standards for hydrant delivery are not being met in some areas of the City. In the north end of Hermosa Beach the delivery of water at the hydrant has been tested at 650 gallons per minute. The national standard recommends 1500 gallons per minute to adequately fight a fire in a single-family home.

Capacity and condition of the system are constant concerns as the population continues to grow and new houses are added to the system. For the present, working agreements with adjacent cities may meet protection needs. In the event of a fire, water can be obtained from nearby hydrants in other systems, to supplement the City water supply. Domestic service, however, relies upon the City system and could be negatively affected by a system breakdown, fire or other long-term conditions restricting water flows.

The sewer system is as much of a concern as the water system. A 1985 study by Santina & Associates determined that most of the 8" and 10" trunk line pipe in the system from the 1920's was deteriorated to the point that it could not be relied upon.

The study identified deficiencies and established priorities. All deficiencies in the limited study have been completed. However, 28 miles of the entire 34 mile system require further assessment and review. Sewer lines, lift stations and manholes were evaluated in the study. Map II shows the target areas for

recommended work to be done. The circled numbers are identification for detailed work descriptions contained in the Santana report.

Storm water drainage systems have also been determined to need improvements at several locations around the City. Map III was completed in 1985 and depicts those areas where drainage needs are present. The map was prepared by the Los Angeles County Public Works Department, and shows the areas for improvements, but did not propose immediate work to be done.

In 1989, at the request of the City, Los Angeles County did a detailed analysis of 358 acres in the north part of Hermosa Beach. The request stemmed from an application to subdivide a vacant site for residential purposes.

The analysis was based on drainage requirements to service the needs of a completed, built-out environment. The increased storm water flows in the area would require improvements to the existing system. The increases would make the current capacity inadequate to handle an annual rain event, while the County minimum standards require capacity for 50 year drainage flows.

Further study of the City storm drainage systems will be required and actions developed from those results. The general information here is to indicate the effect on development of housing in the City. Specific data and in-depth information are in the County study and will be discussed further in the Public Facilities Element of the General Plan.

Electricity and natural gas, like the water system, are privately owned utilities. Service levels and delivery are adequate at present and equipment and facilities are considered to be sufficient.

The streets of the City are being evaluated in a condition of pavement study due to be completed by mid-1990. The study was necessary to determine the extent of deterioration of pavement and underlying base. The entire 48 miles of surfacing will be examined and rankings made for the improvement or resurfacing of any needed surfaces.

On-going maintenance, like the present slurry seal program, is intended to extend the useful life of existing streets. Maintenance, however, does not improve the ride quality, that needs reconstruction.

Maintenance and scheduled repairs represent major expenditures for any public service. The cost of redesign and replacement of a system or portions of it can be enormous. The sewer system and the streets, which are the City's responsibilities, are budgeted for over \$3,000,000 of expenditures during the fiscal year 1990-1991. The designated work on the sewer system will complete work in priority areas 1 and 2 as recommended in the Sewer Study. The 1990 pavement study will target streets for suggested maintenance or improvement.

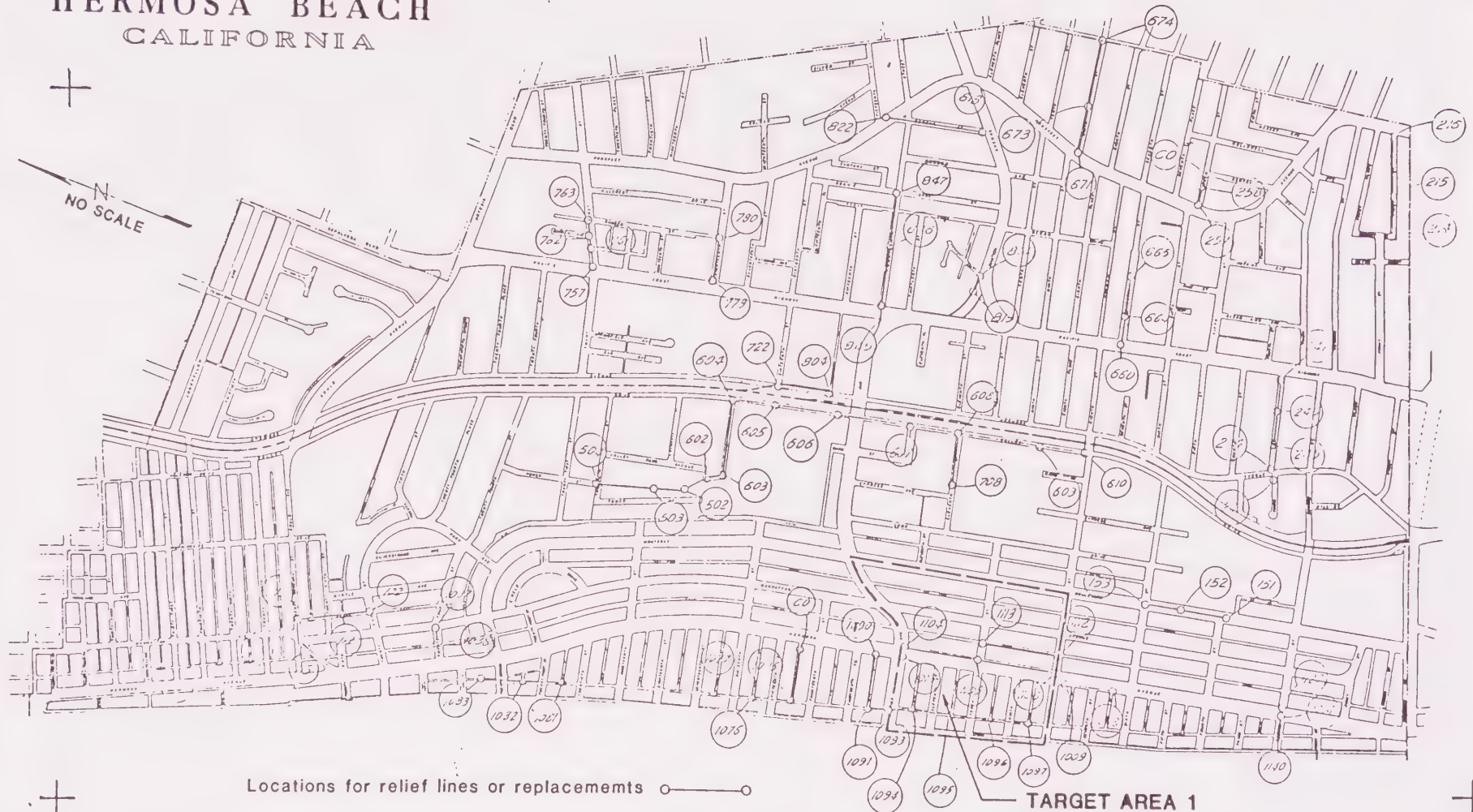
The private utilities maintain separate operating budgets from the City. Scheduled upkeep is on-going and the utilities work closely with the City in order to maintain optimum service levels. The water company, for instance, is working closely with the Fire Department to upgrade the priority weak spots previously identified.



# GENERAL PLAN HERMOSA BEACH CALIFORNIA



N  
NO SCALE



**SANTINA &  
THOMPSON INC.**

1300 South Beacon Street, San Pedro, California 90731 (213) 832-8371

ENGINEERING  
SURVEYING  
PLANNING  
CONSULTANTS

DATE

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REVISIONS

APPROVAL

RECOM. FOR APP.  
PROJECT MANAGER

APPROVED  
DIR. OF PUB. WORKS

**Analysis of Sewer System  
LOCATIONS FOR RELIEF LINES OR  
REPLACEMENTS TARGET AREA 2**

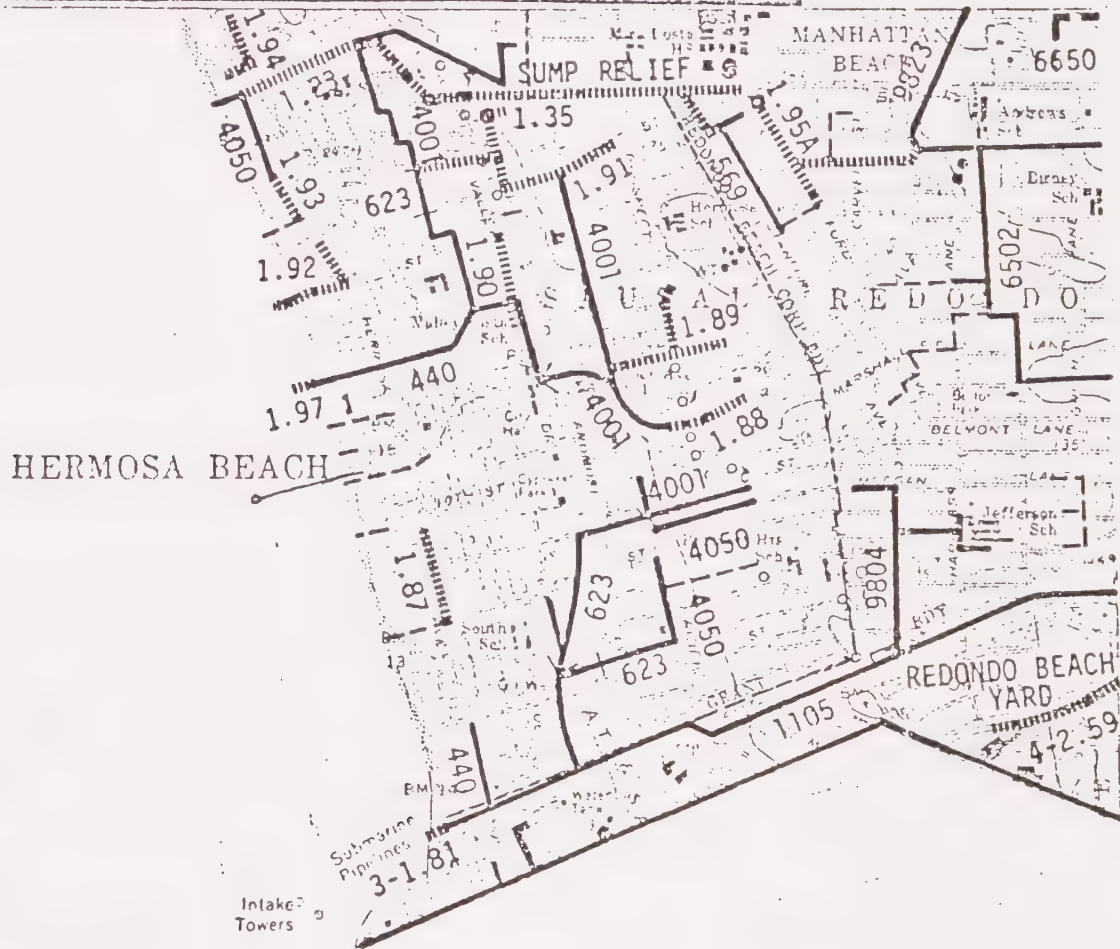
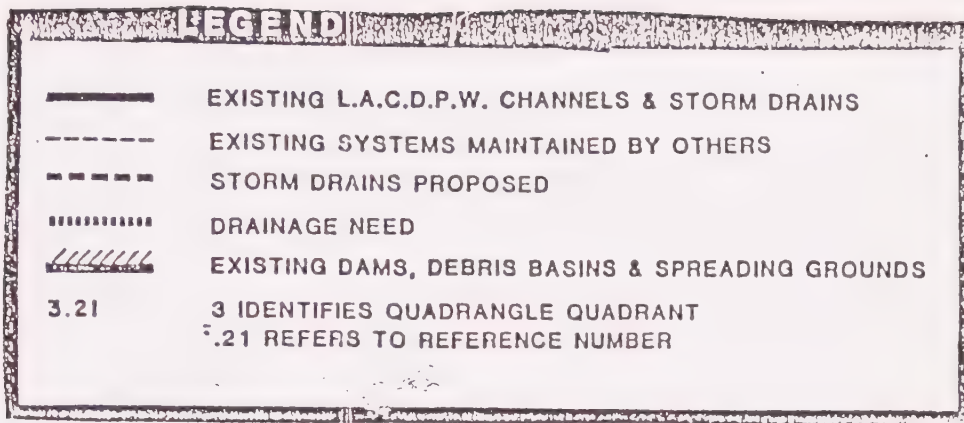
**CITY OF HERMOSA BEACH  
PUBLIC WORKS DEPARTMENT**

SHEET  
6

OF 6 SHEETS

JOB NO.

S 84055







## SITE INVENTORY



## SITE INVENTORY

In order to assess the ability of the community to provide new housing units, the State requires an inventory of land suitable for future residential development (Sec. 65583(a)3). In addition, subsection (c)1 requires inventory of sites which will be made available during the program period.

In January, 1990, a preliminary analysis was conducted in order to identify potential development sites for housing. The analysis included a general windshield survey of major streets and compilation of existing information from City departments.

Two major sites are currently vacant and suitable for housing. At Springfield Street and 21st Street is a site of approximately 20,000 square feet and on Pacific Coast Highway there is a site of approximately two acres, more or less, which was the location of the now defunct hospital.

The Springfield site is proposed for 12 units on five separate lots. The zoning has been approved and if the developer designates a percentage of the units for affordable housing, the number of units could be increased to 15 with a 25% bonus density as required by State law.

The old hospital property is well located on the Pacific Coast Highway. Existing zoning on the site is also conducive to multi-family development and will permit 33 units per acre on about half the site. The other half (about 1 acre) has a special designation (Specific Plan Area - SPA) to allow for maximum design flexibility. It is anticipated that the entire site will be designated as SPA in the future. The location would be very favorable as a senior citizens complex because of the proximity of services and could be allowed to build additional units because of the senior emphasis, according to the density bonus provisions adopted by the state, and also the provisions noted in the Specific Plan Area #6.

Additionally, smaller projects on scattered sites will continue to provide new housing units. Since 1980 these projects have uniquely played a substantial role in adding new units to the housing stock. Selection of sites for redevelopment is done independently, by each homeowner. Inventory of these future sites is not possible, but City Building Department records show that replacement housing accounted for 42.3% of the construction from 1980 through mid-1989 (see Regional Housing Needs Assessment section for a complete breakdown of housing activity). It is estimated that there is currently only 20 lots that are vacant in

the City which represents .4 of 1% of the number of lots. Through 1994 the City will maintain its record-keeping of these small projects so that the data can be evaluated as necessary. Currently the Building and Safety Department maintains records of demolitions and new construction by address that provides an excellent record for information purposes.

Most sites in Hermosa Beach have all utilities at property lines of each lot. The two major sites mentioned above are serviced by existing utilities but the utilities may not possess enough capacity to accommodate new requests for service in the area. Both sites are located in the north part of the City where priority work is being done on the water and sewer systems to replace old lines and upgrade capacities. In addition, the storm drainage system in proximity to both sites has been designated as a "drainage need" area.

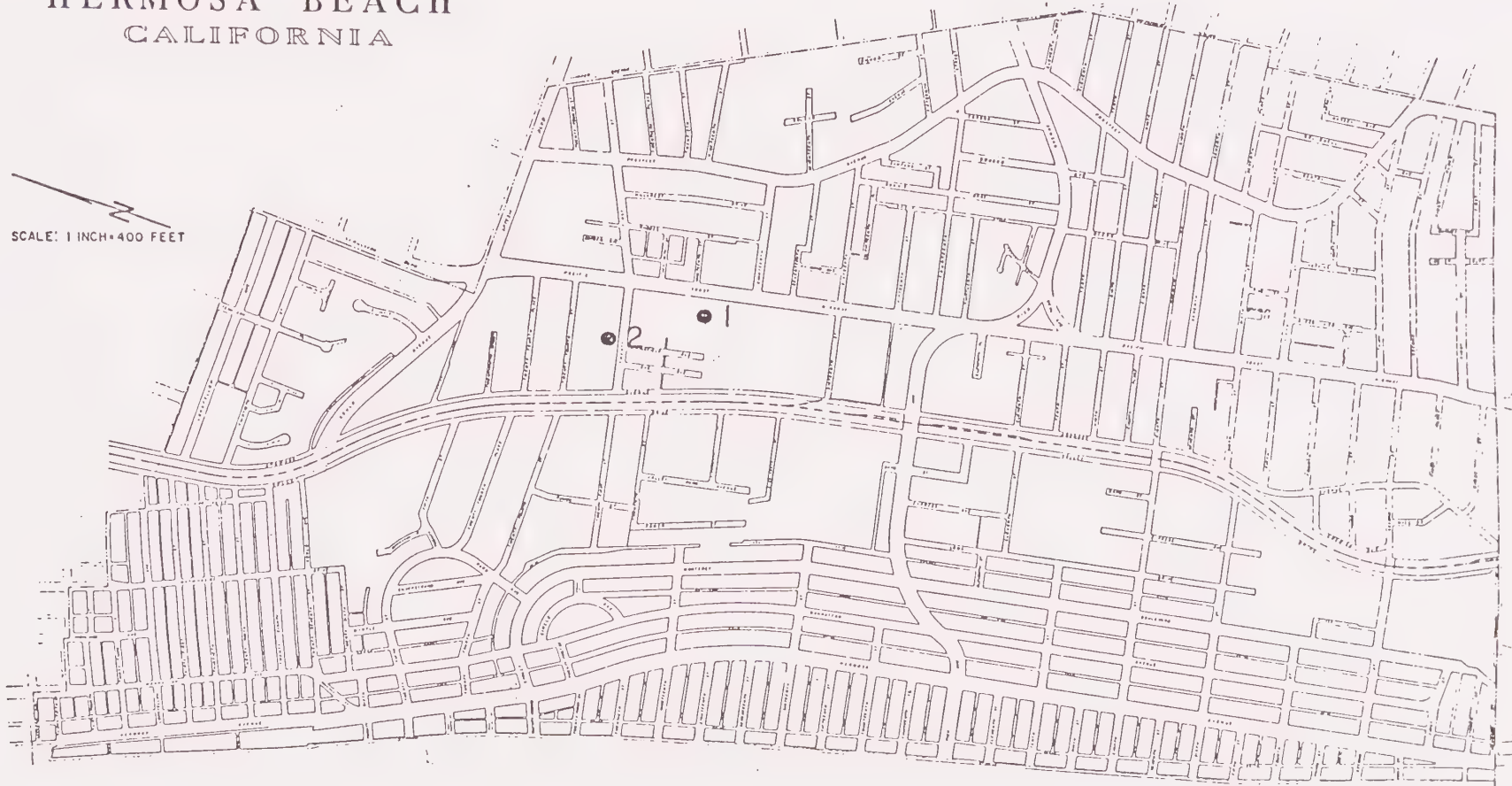
The Springfield Street and old hospital projects are the last sites in Hermosa Beach that will accommodate large development. Future complexes will require assembling lots if the developer or builder is planning a larger project. In the recent past, however, the choice has been single lot development.

Lot assembling may also require certain approvals from the City which would include rezoning, site plan approval, or permission to merge lots. Nevertheless, because no more large lots exist in the City this method is the avenue to make larger sites available.

# SITE INVENTORY

CITY OF  
HERMOSA BEACH  
CALIFORNIA

SCALE: 1 INCH = 400 FEET



1 - HOSPITAL (OLD)  
2 - SPRINGFIELD





## HOUSING STANDARDS



## HOUSING STANDARDS

The analysis of housing characteristics, current building trends, and residents' voiced opinions has created a list of desired housing standards in the form of policies, meant to address current housing issues and concerns. These policies, when implemented, will also fulfill several objectives related to housing preservation and conservation and "new construction to existing units" relationships.

The adoption of the policies as part of the Housing Program is intended to formalize steps to implement the policies into ordinances. The policies being considered deal generally with neighborhood conditions of parking, open space, and physical building form.

Each of the topics discussed interrelates to all the others. Adjustments to one standard will alter the results of the other standards.

### Background

Hermosa Beach contains 433 acres of residential land in a total area of 703 acres, exclusive of streets. As one of the beach cities, historically subdivisions have been toward small lots and the problems of bulk, height and parking are common. For the most part, lots range from 25 to 40 feet wide and 80 to 120 feet in depth. Typically the larger lots (two contiguous lots) have been split to allow building of additional units so that even the 50 foot wide lots have ended up as two narrow lots.

In the past homes were much smaller and intended to be second residences. It is estimated by Urban Decision Systems, Inc. that over 6,000 homes are over 30 years old in Hermosa Beach. The newer units are primary residences and are being designed as much larger than existing units. And, as has been previously mentioned, it is the older units that are being selected for demolition and replacement by the larger units.

Adding to the concerns of the community is the increase in density that has occurred with the demolition of single units that are replaced by multiple units. The multiple units contain approximately the same square footage, individually, as single units and occupy much more space on the lot to accommodate the multiple units. These projects may occur in neighborhoods where the predominant existing character is a lower profile group of buildings.

### Density

The impacts of the existing density in Hermosa Beach have been discussed in several sections of this report. Coupled with high population density is the high housing density that serves the population. The current housing density in Hermosa Beach ranks as the highest in the South Bay region, which correlates with the

same ranking for population density. A sample of South Bay communities shows that Hermosa Beach has a density 50% greater than the closest city, Manhattan Beach, and more than eight times greater than the City of Rolling Hills Estates.

TABLE IX

HOUSING DENSITY (So. Bay)

<u>CITY</u>	<u>#UNITS</u>	<u>SIZE (IN SQ. MI.)</u>	<u>#/SQ. MILE</u>
Hermosa Beach	10,129	1.30	7,792
Manhattan Beach	15,379	3.89	3,953
Lawndale	9,478	1.90	4,988
Hawthorne	29,513	5.60	5,270
Redondo Beach	28,600	6.20	4,613
Lomita	8,501	1.97	4,315
Torrance	53,566	21.0	2,551
Ranch Palos Verdes	15,356	12.30	1,248
Palos Verdes Est.	5,095	4.75	1,073
Rolling Hills	683	3.00	228
Rolling Hills Est.	2,730	4.81	568
Gardena	18,915	5.36	3,529
El Segundo	7,131	5.47	1,304

Source: The California Planner's 1990 Book of Lists

Table IX compares densities on the total area of the specified cities, which includes commercial and industrial uses. The City of Hermosa Beach, using only the 433 acres of residential land and the 10,129 units existing, has an average density of 23.4 units per acre. Some areas will be higher and some lower in order to obtain the average.

In the past there have been several efforts toward reducing the density in the City directed toward protecting the existing environment. Further reductions may be accomplished in the same manner or in conjunction with the variety of methods in this section.

The citizens also approved a ballot measure in 1986, called Proposition Q (see Appendix F), that requires any request for

increased density to be submitted to a vote of the people. The intent was to improve the quality of life in the City by limiting additional housing units. A few months prior to Proposition Q, the City Council had adopted an ordinance that lowered the number of potential new units. Proposition Q was seen as a citizen confirmation of that reduction.

Increasing the lot area required for each dwelling unit, as in Proposition Q, should be done by considering general lot sizes in the City and units per acre to be achieved. Existing densities allowed will not increase, except by voter approval, and reductions will only occur as older units are replaced by fewer, newly constructed units.

Tables X and XI show the allowable number of units that will occur based on various lot sizes, and units per acre. To use the tables, select a lot size on the left. Moving across the row, the numbers indicate the maximum units allowed under the lot area required per unit.

TABLE X  
COMPARISON OF UNITS ALLOWED  
MEDIUM DENSITY

Lot Size	SINGLE LOT				TWO ASSEMBLED LOTS		
	25 U/ acre  1,750 sq.ft. /unit	20 U/ acre  2,178 sq.ft. /unit	18 U/ acre  2,420 sq.ft. /unit	Two Times	1,750 sq.ft. /unit	2,178 sq.ft. /unit	2,420 sq.ft. /unit
2,100	1	1	1	x2	2	2	1
2,250	1	1	1	x2	2	2	1
2,400	1	1	1	x2	2	2	2
2,475	1	1	1	x2	2	2	2
2,700	1	1	1	x2	3	2	2
3,000	1	1	1	x2	3	2	2
3,500	2	1	1	x2	4	3	2
3,600	2	1	1	x2	4	3	2
4,000	2	1	1	x2	4	3	3
4,324	2	1	1	x2	4	3	3
4,460	2	2	1	x2	5	4	3
4,600	2	2	1	x2	5	4	3
4,760	2	2	1	x2	5	4	3
5,400	3	2	2	x2	6	4	4
5,600	3	2	2	x2	6	5	4
6,800	3	3	2	x2	7	6	5



The Low density areas of the City, designated as single-family residential, would be unaffected by a reduction in units per acre. Current regulations allow for one dwelling unit to be built on an existing, recorded lot in any residential zone.

In the case of the Medium density areas in the City, the current standard is up to 25 units per acre. Individual lot sizes range from 2,100 to 5,000 square feet. Under the Zoning ordinance there is a requirement for a minimum of 1,750 square feet per dwelling. Duplexes can now be built on the larger lots and on an assembled group of smaller lots that are 3,500 square feet or larger. Examining Table X, it becomes clear that within the medium density range, lowering the density to 20 units per acre, or 2,178 square feet of lot area per dwelling unit will result in lots within this designation of less than 4,356 square feet, having only one unit.

This reduction will therefore have some effect since the last large area of medium density, R-2, has approximately 55 lots with approximately 4,324 square feet of lot area. With approximately 4,324 square feet of lot area merging two of these lots would result in 3 units. At 18 units per acre, almost the entire remaining area of medium density, R-2 zoned, lots are effected, since approximately 65 lots, with approximately 4,760 square feet could have only one unit. The R-2 zone contains about 16 lots that would be affected by only being able to build a duplex on a large lot, where 3 or 4 units are now allowed. These lots contain at least 5,250 square feet of lot area and the largest lot (70x108.12) has 7,568.40 square feet would permit four units. This limitation would reduce the number of potential units by another 17 units.

Since most large lot areas of the City were rezoned in 1989 from R-2 to R-2B zoning, limiting the number of units per lot to a maximum of two units, there would be approximately 15 large medium density R-2 zoned lots which could have more than one unit at 18 units per acre, and approximately 70 lots at 20 units per acre.

Most of the R-2B lots would not be effected since they generally are large lots; approximately 8 lots would be reduced to 1 unit at 20 units per acre, and 25 more lots would be reduced at 18 units per acre.

In the High density areas most of the lots range between 2,750 and 4,000 square feet. Lowering density to 30 units per acre, 1,452 square feet per unit, would result in approximately 115 lots with one unit. Lowering the density to 24 units per acre, 1815 square feet per unit would result in approximately another 140 lots that could have only one unit.

**TABLE XI**  
**COMPARISON OF UNITS ALLOWED**  
**HIGH DENSITY**

Lot Size	33 U/ Acre	SINGLE LOT			TWO ASSEMBLED LOTS		
	1,320 sq.ft. /unit	30 U/ acre	24U/ acre	Two Times	1,320 sq.ft. /unit	1,452 sq.ft. /unit	1,815 sq.ft. /unit
2,100	1	1	1	x2	3	2	2
2,400	1	1	1	x2	3	3	2
2,550	1	1	1	x2	3	3	2
2,700	2	1	1	x2	4	3	2
2,850	2	1	1	x2	4	3	3
3,000	2	2	1	x2	4	4	3
3,600	2	2	1	x2	5	4	3
4,000	3	2	2	x2	6	5	4
5,000	3	3	2	x2	7	6	5

Source: City of Hermosa Beach Planning Department

Also, the number of lots with a reduction of one unit occurs in lots ranging from 2,750 to 4,000 square feet in size, and since most lots fall within this range, there is approximately an 33% reduction in density at 30 units per acre. At 24 units per acre, closer to a 50% reduction in density occurs.

From the tables, it can be seen that assemblage of lots does result in additional units for some lot sizes.

#### **Floor Area Ratio**

Physical building form has become a concern as existing units, in existing neighborhoods, are being demolished and replaced. The replacement unit, according to present practices, will be larger, taller and possibly only 1 of several allowable units on the building lot. It will also contain an average of 2,000 square

feet of living space compared with an average of 1,200 square feet of its older counterpart.

The most noticeable difference with new units is the bulk of the buildings. Increased amounts of living space, expansive outside walls with no architectural relief and multi-story design in single-story neighborhoods have prompted the policies suggesting implementation of floor area ratios, design incentives, and height limits to protect views.

Floor area ratios limit the overall square footage allowed in a building. Ratios are based upon lot size compared to building size. Diagrams I and II are excerpts from a study by the City of Torrance in 1989. These graphics show comparative floor area ratios and the reduction of bulk on individual building lots.

Basically, if the floor area ratio is one:one (1:1) and the lot size is 2,500 square feet then a house of 2,500 square feet may be constructed on the lot. Setbacks and other ordinance provisions must still be met. In order to reduce the size of buildings the floor area ratio is also reduced, (1:.6) or .60 as described in the graphics and the size maximum in this example would be 1,500 square feet.

Several alternatives have been considered by other communities throughout California. The City of Mill Valley modified the FAR method and included multi-family construction (See tables XII and XIII). As the tables show, increasing sizes of lots are accompanied by reduced floor area ratios. For example: a lot that contains 7,000 square feet is given a floor area ratio of 35% while a lot of 20,000 square feet only has a floor area ratio of 20%.

In Long Beach the neighborhood of Belmont Shores has small lot development that has remained a low profile beach community in the past few years. The reason for this, according to City staff in the Planning department, is the zoning placed on the area in 1988. At that time, regulations were adopted that restricted height and bulk. And with the Belmont Shores neighborhood, a single zoning district (R-2-S) was established to administer the provisions of the ordinance.

A complete description of the zone is in accompanying Table XIV which is an excerpt from the ordinance. Belmont Shores is an excellent area for comparison because the lots are small like Hermosa Beach, the community is on the ocean and it has grown over the years like Hermosa Beach.

The City of Torrance applied the FAR to living area and included garages in the computations for maximum building size. In determining what the floor area ratio should be, the City staff examined existing ratios in the developed sections of the city. Lot sizes in Torrance are large compared with Hermosa Beach, averaging 5,000 to 6,500 square feet. House sizes were estimated at 1,200 square feet which was the predominant size for single

family homes built in the 1950's and 1960's, as the majority in the City of Torrance were.



# DIAGRAM I

## EXAMPLES OF FORM

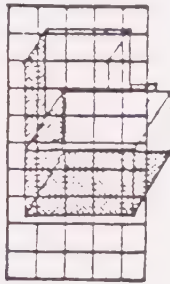
(same lot - same standards)

Lot Size 5,000 s.f (50'X100')

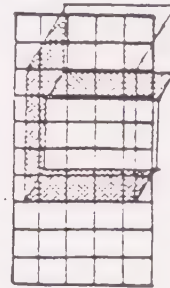
Total Square Footage of FORM = 3,000



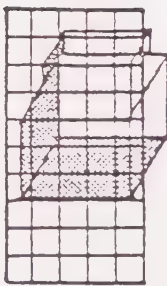
A



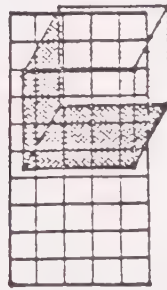
B



C



D



E

Examples A,B,C & D are different in terms of built form yet they all meet the same development standards.

Minimum Setbacks = 20' front  
20' rear  
5' side

Maximum Lot Coverage = 40%

Maximum Height = 27'

Maximum FAR = 0.6

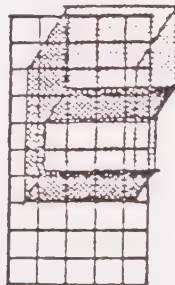
A floor area ratio is a mathematical equation. It is used to determine a relationship between the lot size and the amount of floor area built on it. The intent of a FAR is to measure the total building bulk.

## WHAT HAPPENS WHEN THE FAR CHANGES?

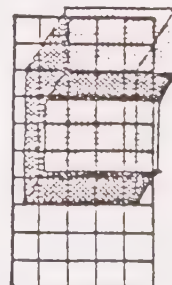
(same lot - same building footprint)



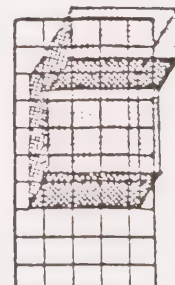
FAR=1.0



FAR=0.65



FAR=0.60

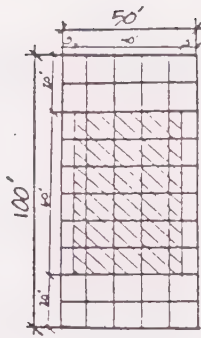


FAR=0.55

## DIAGRAM II

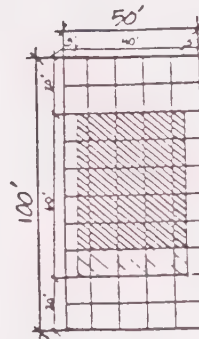
### SETBACKS

Setbacks control the location of the building on the lot.



5000 呔

setbacks= 20' front  
20' rear  
5' side



5000 呔

Lot Coverage = 40%  
(with minimum setbacks)

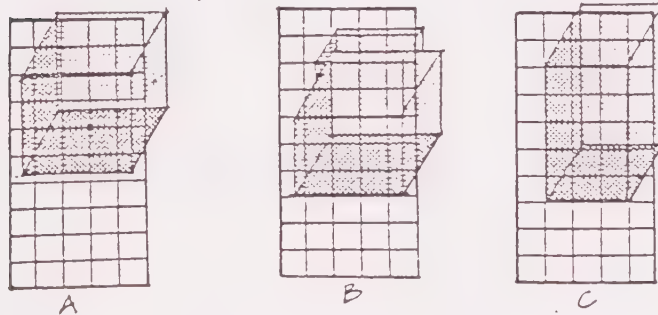
### LOT COVERAGE

Lot coverage controls the size of the building footprint.  
Lot coverage determines the amount of open space on the lot.

### FLOOR AREA RATIO

FAR controls the building bulk relative to the lot area.

Whereas lot coverage controls only the building footprint, FAR controls the size of the building.



Examples A, B, & C all have the same FAR.

FAR controls the size of the second story without dictating its relationship to the first.

Maximizing the building footprint will minimize the area of the second story.

FAR is meant to control bulk not living area.



TABLE XII

CITY OF MILL VALLEYMAXIMUM SIZES FOR SINGLE-FAMILY HOMES

Formula	Examples at Various Lot Size (sq. ft.)	(Acres)	Maximum Adjusted Floor Area * (sq. ft.)	Maximum Adjusted Floor Area Ratio
35% of Lot Size	4,000	0.09	1,400	.35
	5,000	0.11	1,750	.35
	6,000	0.14	2,100	.35
	7,000	0.16	2,450	.35
	7,500	0.17	2,625	.35
	8,000	0.18	2,800	.35
10% of Lot Size +2,000 s.f.	8,500	0.20	2,850	.33
	9,000	0.21	2,900	.32
	9,500	0.22	2,950	.31
	10,000	0.23	3,000	.30
	11,000	0.25	3,100	.28
	12,000	0.28	3,200	.26
	13,000	0.30	3,300	.25
	14,000	0.32	3,400	.24
	15,000	0.34	3,500	.23
	17,500	0.40	3,750	.21
	20,000	0.46	4,000	.20
	25,000	0.57	4,250	.17
	30,000	0.69	4,500	.16
	35,000	0.80	4,750	.13
5% of Lot Size +3,000 s.f.	40,000	0.92	5,000	.12
	45,000	1.03	5,250	.11
	50,000	1.15	5,500	.11
	55,000	1.26	5,750	.10
	60,000	1.38	6,000	.10
	65,000	1.49	6,250	.09
	70,000	1.61	6,500	.09
	75,000	1.72	6,750	.08
	80,000	1.84	7,000	.08
	87,120	2.00	7,000	.08
7,000 s.f. Maximum	108,900	2.50	7,000	.06
	130,630	3.00	7,000	.05
	174,240	4.00	7,000	.04
	217,800	5.00	7,000	.03

\* "Adjusted Floor Area" includes the gross enclosed floor area in the home plus: any garage space after the first 500 sq. ft.; any enclosed accessory buildings; any second unit space after the first 500 sq. ft. if the unit has a Conditional Use Permit; and any potential living space with minimum dimensions of 8 x 10 and 7.5 feet head room.

TABLE XIII

## CITY OF MILL VALLEY

EXAMPLES OF BUILDING OPTIONS UNDER  
"HIGHER DENSITY" MULTI-FAMILY ZONING DISTRICT

<u>Lot Size (sq. ft.)</u>	<u>Floor Area Ratio</u>	<u>Maximum Building Size</u>	<u>Examples of Options *</u>
10,000	.40	4,000 sq. ft.	<ul style="list-style-type: none"> <li>o 4 - 1,000 s. f. units</li> <li>o 3 - 1,333 s. f. units</li> <li>o 1 - 2,000 s. f. unit and 2 - 1,000 s. f. units</li> <li>o 2 - 2,000 s. f. units</li> </ul>
6,000	.40	2,400 s. f.	<ul style="list-style-type: none"> <li>o 3 - 800 s. f. units</li> <li>o 2 - 1,200 s. f. units</li> <li>o 1 - 1,400 s. f. unit and 1 - 1,000 s. f. unit</li> </ul>

EXAMPLES OF BUILDING OPTIONS UNDER NEW  
"LOWER DENSITY" MULTI-FAMILY ZONING DISTRICT

<u>Lot Size (sq. ft.)</u>	<u>Floor Area Ratio</u>	<u>Maximum Building Size</u>	<u>Examples of Options *</u>
10,000	.35	3,500 s. f.	<ul style="list-style-type: none"> <li>o 3 - 1,166 s. f. units</li> <li>o 2 - 1,750 s. f. units</li> <li>o 1 - 2,000 s. f. unit and 1 - 1,500 s. f. unit</li> </ul>
6,000	.35	2,100 s. f.	<ul style="list-style-type: none"> <li>o 1 - 1,100 s. f. unit and</li> <li>o 1 - 1,000 s. f. unit</li> <li>o 1 - 1,400 s. f. unit and 1 - 700 s. f. unit</li> </ul>

\*

As long as required on-site parking is provided.

TABLE XIV

## Residential Development Standards

District	Units Per Lot	Lot Area Per Unit (Sq. Ft.)	Minimum Lot Area (Sq. Ft.) <sup>(a)</sup>	Minimum Lot Frontage (Feet) <sup>(a)</sup>	Minimum Yard Setbacks (Feet) <sup>(b)</sup>			Maximum Height <sup>(d)</sup>	Maximum Lot Coverage (% of Lot)	Minimum Usable Open Space Per Unit	Floor Area Ratio
					Front	Side	Rear <sup>(c)</sup>				
R-1-S	1	2,400	2,400	30	8 <sup>(b)</sup>	3	8	24'/23'	N/A	500	1.2
R-1-M	1	3,600	3,600	40	8	4	8	25' 2 st.	N/A	1,200	0.67
R-1-N	1	6,000	6,000	50	20	4 <sup>(b)</sup>	1st st. 10	25' 2 st.	50%	1,600	0.6
							2nd st. 30				
R-1-L	1	12,000	12,000	60	20	6	30	25' 2 st.	40%	1,600	0.6
R-1-T	1	3,000	3,000	25 <sup>(a)</sup>	10	3	8	25' 2 st.	N/A	500	1.2
R-2-S	2	1,200	4,800	40	15 <sup>(b)</sup>	3	10	24'/23'	N/A	200	1.3
R-2-I	2	1,000	4,800	40	3 <sup>(b)</sup>	3	8	32'/35' <sup>(a)</sup> 3 st.	N/A	200	N/A
R-2-N	2	3,000	6,000	50	15	4 <sup>(b)</sup>	10	25' 2 st.	60%	400	0.75
R-2-A <sup>(a)</sup>	2	3,000	6,000	50	15	4 <sup>(b)</sup>	10	25' 2 st.	60%	400	0.65
R-2-L	2	4,000	8,000	50	15	4	10	35' 2 st.	40%	400	N/A
R-3-S <sup>(b)</sup>	3	2,100	6,300	50	15	5	20	25' 2 st.	N/A	250	N/A
R-3-I	4	1,700	4,500	50	15	5	20	25' 2 st.	N/A	250	N/A
R-3-L <sup>(b)</sup>	N/A	See Table 31-2 B	6,300	60	15	5	20	30' <sup>(b)</sup> 2 st.	N/A	250	N/A
R-3-T <sup>(b)</sup>	N/A	See Table 31-2 B	2,100	25 <sup>(a)</sup>	10	5	20	30' <sup>(b)</sup> 2 st.	N/A	500	N/A
R-4-R <sup>(b)</sup>	N/A	See Table 31-2 B	18,000	120	10	5	20	30' 2 st. <sup>(b)</sup>	N/A	150	N/A
R-4-N <sup>(b)</sup>	N/A	See Table 31-2 B	18,000	120	10	5	20	40' <sup>(b)</sup> 3 st.	N/A	150	N/A
R-4-H <sup>(b)</sup>	N/A	See Table 31-2 B	18,000	120	10 <sup>(a)</sup>	5	20	40' <sup>(b)</sup> 3 st.	50	150	N/A
RM	N/A	2,400	18,000	120	10	4	10	30' 2 st.	65%	200	N/A
R-4-U <sup>(b)</sup>	N/A	See Table 31-2 B	22,500	180	10	5	20	40' <sup>(b)</sup> 3 st.	N/A	150	3.0

(Long Beach 2-90)

The existing floor area ratio in Torrance was then calculated to be .30, using the definitions in the report. The 1989 study recommended a floor area ratio of .60 including all areas that add bulk to the building and excluding basements. An additional recommendation, again to reduce the overall bulk of building on a lot, was to require that no detached second units would be permitted.

Manhattan Beach has concentrated on bulk above the first floor by increasing setbacks for second floors. In 1988, the Manhattan Beach Planning Commission was considering the setback method and percentage reductions for floors above the first level, as well. The main objective was to select a method that would control the bulk of buildings in three residential zones in the City of Manhattan Beach.

Example A (see diagram III) pictures a setback that could reduce overall bulk by requiring additional distance from property lines. Example B pictures the application of floor area ratio, not as the traditional relationship of lot area to floor area, but as a square footage reduction for second and third stories based upon the maximum square footage allowed for the first floor.

Example B is the method chosen by the City of Pasadena to deal with bulk. They established a 50% second floor maximum and applied the standard to all single family residential zones.

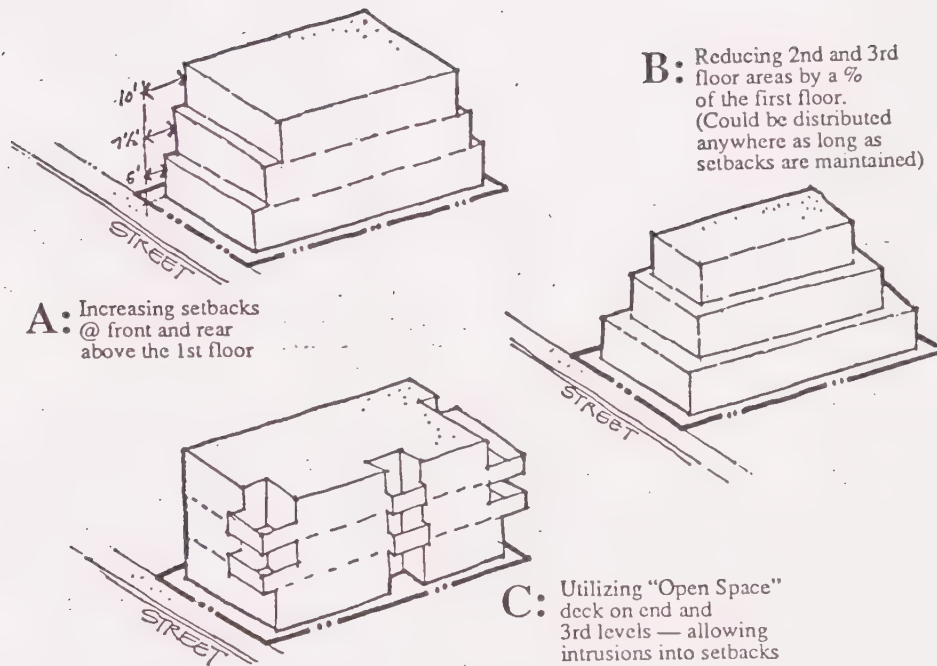
Hermosa Beach has no regulations dealing with the bulk of units. The cities mentioned above have considered neighborhood compatibility in their recommendations to control bulk, but did not include any specific provisions to insure it. Additional provisions would still be necessary to protect views and insure privacy of adjacent lots.

## **Lot Coverage**

Torrance also considered provisions for maximum lot coverage, as did Beverly Hills and Santa Monica. All determined that a maximum coverage of 40% was appropriate. The staff recommendations for the City of Torrance from the 1989 study already mentioned stated that "...reducing the maximum lot coverage from 50% to 40% (results) in proportional increases of useable open space." In the case of Torrance, reduced lot coverage also accomplished an objective for additional open space with each unit.

Mill Valley and Rolling Hills Estates have larger lots and, in the case of Mill Valley, a sliding scale has been developed that considers a range of lot sizes and lot coverages. Lot sizes in Mill Valley start at 4,000 square feet and end with 217,800

# DIAGRAM III



Source: The Beach Reporter, Aug. 18, 1988.



square feet (5 acres) so that a fixed percentage of lot coverage would be unrealistic at either end of the scale. A 10% maximum lot coverage at the small lot end would produce 400 square foot single story homes on 4000 square foot lots while the 217,800 square foot lot could have 21,780 square feet of house. The current regulations for the City of Hermosa Beach allows the largest lot coverage of the cities noted. All residential zones allow for 65% coverage without respect to lot size.

Unlike Mill Valley, where the larger lots can be built to a maximum coverage and have little impact on surrounding properties, the small lots of Hermosa Beach are affected by adjoining lots with the high allowable coverage. In Belmont Shores no lot coverage percentage is provided because the floor area ratio accomplishes the limits desired.

Many of the small lots contain around 2500 square feet in Hermosa Beach and a lot coverage of 65% means that the building footprint can be a maximum of 1625 square feet. That coverage, however, also allows for the same maximum for the second story which then produces a unit of 3250 square feet on the same 2500 square foot lot.

A reduction in the lot coverage would implement the stated policy to reduce bulk of buildings and help achieve a Floor Area Ratio. In Table XV the current lot coverage is compared with a reduced coverage equal to 50%. The total square footage of the building could then be equal to the size of the lot when considering a two story building.

It should also be noted that the table only shows gross square footage for total building area. The numbers in the table include garages and other accessory uses that are part of the overall footprint on the lot. The table also does not distinguish between single-family and multi-family projects, so the figures that seem high for one dwelling may not be high for a 3-unit complex.

Finally, as has been mentioned, changing the percentage of lot coverage will have an effect on other standards for residential development. Using the figures from the table, the difference in lot coverage on a 7,500 square foot lot is 1,125 square feet at ground level. This increase can become open space under current requirements.

Alterations in the design of the building, to meet reduced coverage limits, may also require changes to parking locations and access. The differences become less distinct as the lots get smaller but even at the smallest lot size of 1,250 square feet



there is almost 200 square feet of lot area that would remain open.

TABLE XV  
LOT COVERAGE

<u>SIZE OF LOT*</u> (in Sq. Ft.)	<u>65%/BLDG. SIZE</u> (existing)			<u>50%/BLDG SIZE</u>		
	<u>1st flr</u>	<u>2nd flr</u>	<u>3rd flr</u>	<u>1st flr</u>	<u>2nd flr</u>	<u>3rd flr</u>
7,500	4,875	9,750	14,625	3,750	7,500	11,250
6,800	4,420	8,840	13,260	3,400	6,800	10,200
6,000	3,900	7,800	11,700	3,000	6,000	9,000
5,000	3,250	6,500	9,750	2,500	5,000	7,500
4,000	2,600	5,200	7,800	2,000	4,000	6,000
3,600	2,340	4,680	7,020	1,800	3,600	5,400
3,000	1,950	3,900	5,850	1,500	3,000	4,500
2,700	1,755	3,510	5,265	1,350	2,700	4,050
2,500	1,625	3,250	4,875	1,250	2,500	3,750
2,400	1,560	3,120	4,680	1,200	2,400	3,600
1,500	975	1,950	2,925	750	1,500	2,250
1,250	812.5	1,625	2,437.5	625	1,250	1,875

\* In a few subdivisions lot sizes are up to 15,000 square feet and would be calculated individually.

NOTE: Reduce sizes by 400 sq. ft./unit to include garages.

SOURCE: CITY OF HERMOSA BEACH PLANNING DEPARTMENT

The table samples some of the lot sizes in Hermosa Beach. There are areas of 7500 square foot lots and smaller lots of 1250 square feet. The diversity of lot sizes would make a single, reduced lot coverage reduce bulk but could be restrictive for the small lots and for permitted multi-family development. Looking at the table above, and the zoning ordinance, a minimum lot size for a multi-family project of 3 units would be 3960 square feet and each unit could contain a maximum of 1830 square feet of space at 50% lot coverage and three stories in height. A 1500 square foot lot would only allow a 2,250 square foot 3-story unit in a high density area with a maximum of 750 square feet per floor. A policy being considered is to decrease bulk while maintaining dwelling unit square footage adequate to today's standards. Homes today average over 2000 square feet for single family and for condominiums. The average is somewhat misleading because condominiums tend to have less square footage; 1,300 to 1,500 square feet condo's are not uncommon.

Conditions in Mill Valley are similar in that there is a wide variety of lot sizes, and therefore the sliding scale approach to lot coverage may be the preferred method. Adjustments in the scale can help avoid variances for lots that could become unbuildable, or result in dwellings considered obsolete in size.

It should be noted that garages are part of the coverage and that amount will reduce the size of the unit unless it is subterranean parking, which does not affect lot coverage. Garages occupy 360-400 square feet (two-car) so that a dwelling of 1500 square feet would actually have 1100 square feet of habitable floor area assuming no other factors as previously noted, i.e. setbacks, open space, F.A.R. etc. have an impact.

## Height Restrictions

Height limits can accomplish two objectives: protect views and prevent "towering". A common complaint from neighborhood residents and especially adjacent homeowners is that views are being eliminated by new construction. In neighborhoods where the profiles of houses are low the introduction a 30 to 35 foot high unit gives adjacent owners the feeling of being towered over or dwarfed.

Views are also considered when new construction is proposed in existing neighborhoods. A single story house can have the entire side of a lot become a wall of a building replacing what was a view over the City or toward the ocean.

New construction could be designed with respect to views from adjacent houses and the general height size (1-story, 2-story) of the neighborhood. Pre-design conferences with local residents could determine the views that should be protected and the impact of a multi-story building before a great deal of time and money is expended by the property owner.

In Belmont Shores the approach was to limit building height with maximum allowances and at the same time not require flat roofs. The height of houses can not exceed 24' and 28'. Two measurements are necessary to meet the ordinance definitions. The first number indicates the height of the midpoint of the roof, and the second height indicates height of a building measured to the peak of the roof. In Belmont Shores a building must meet both standards.

Santa Monica, also, limits heights of buildings based on the type of roof, flat or pitched. Flat roofs may not exceed 20' in height from the natural grade. Pitched roofs may not exceed 27' in height. Hillside lots must also meet additional requirements. Uphill lots must measure height from the midpoint of the front and rear property lines (theoretical grade). Downhill lots measure the height from the midpoint of the front property line, reduced by a height of eight feet within ten feet of the rear wall of the building.

Height limits in Hermosa Beach vary with the classification in zoning. In the R-1, single family zone height limits are 25' and 2 stories. R-2 and R-2B zones, which include duplexes and condominiums, allows 30' and 2 stories. The R-3 zone for multi-family development has the highest with 35' and 3 stories.

Compared to the other cities, Hermosa Beach is more restrictive in the single family zone (R-1) but less restrictive in the other zones. In order to address the concerns associated with heights, the provisions of the Precise Development Plan section of the zoning ordinance might be considered to insure compatibility with surrounding properties.

The method of two measurements used in Belmont Shores, which results in pitched roofs, still allows 2-story houses at about the same maximum height as currently used in Hermosa Beach (25' in Hermosa Beach/28' in Belmont Shores). Addition of the measurement at the midpoint of the roof (24' in Belmont Shores) would be the only change. In the multi-family zones in the City, R-2, R-2B, and R-3, the current maximums of 30' and 35' allow flat roofs to those heights. A midpoint measurement of 26' and 31', respectively, would effectively lower height or result in pitched roofs.

In addition to improved height limits, other benefits can be expected from the two measurement method. It would eliminate living spaces beyond the 2nd or 3rd story, such as mezzanines or lofts, which are currently being constructed and result in flat roof structures. The bulk of the building, as the roof peaks, will actually be decreased and the perception of bulk will be even less. The design of the unit may require more thought with reduced space but overall design concepts may improve over the current flat walls 3 stories high being constructed in the City.

### Setbacks

Separate from building size, but affecting both size and location, are setbacks. Historically, setbacks had been determined by builders, prior to the establishment of the zoning Ordinance. The result was a variety of setbacks with some complying with existing codes, some not.

With a standard setback, however, a new house would be required to maintain the established minimum distance from property lines, even though the rest of the block may have been built with no required setback. Many of the neighborhoods in the City of Hermosa Beach have setbacks of as little as zero and very common of 2 or 3 feet from the property line as designated on the City zoning map. Current setbacks are as follows:

<u>ZONE</u>	<u>SETBACK</u>
R-1	10% of lot depth, min. 5', max. 10'*
R-2, R-2B	5'*
R-3, R-P	As required on Zoning Map*



\*Where garages or parking stalls front on a public street the minimum setback shall be 17 feet provided roll-up doors are installed; a minimum of 20 feet shall be required where standard garage doors are installed (Required guest parking may be located in this required setback).

Setbacks were recommended to be averaged in the 1989 Torrance study. Both front and rear setbacks would reflect existing neighborhood patterns with a footprint location at the front of the lot to be encouraged.

An alternative to the Torrance study and current setback standards may be a combination of the two. A minimum setback with provisions for averaging the standards according to the existing conditions in each neighborhood might be one method to consider.

To utilize the average setback in the block where the construction is proposed, similar to the "string line" method, actual setbacks are documented and distances are calculated for each neighborhood with the average setback distance becoming the minimum.

The averaging method mentioned for the City of Torrance allows for a range of setback distances. With a minimum of 15' and a maximum required setback of 20' for both front and rear. The building may still be located anywhere within the setbacks, but the range allows for variation.

The inclusion of a range of distances is comparable to the historical development in the City of Hermosa Beach. Setbacks vary from neighborhood to neighborhood and a range would reflect existing setback distances in the City.

The averaging approach may also be used in the calculations of floor area ratios, maximum heights for neighborhoods, and lot coverage percentages. With the same idea as setback averaging, the average of each standard would be established as a maximum or minimum on the basis of existing construction in each neighborhood. Then if a neighborhood had an average size house of 1200 square feet that would become the square footage maximum for all houses in that neighborhood. If the average height was 14', then that would become the limit, etc.

The difficulty with using the averaging approach for each standard is collecting the necessary information that will document the average. Each building would have to be measured for percentage of lot coverage, lot sizes, widths, and depths so that averages could be calculated. A second problem that results is that in some neighborhoods, the standards would be so limiting that inadequate, obsolete size dwellings would result.

## **Parking**

Off-street parking provisions also relate to neighborhoods and housing. Present standards are suggested for review and updating

to respond to the increasing number of vehicles per lot. The most obvious shortages are occurring in the multiple unit zoning areas of the City. The combination of narrow lots, designed for one house, and high density zoning add to the pressure for off-street parking.

The policies in this revision should focus on proper design and use of all designated parking areas. Other specific objectives to consider are access, location and the minimum spaces needed to serve residential uses. The intent is to provide maximum availability of parking spaces in the community and fulfill a specific policy statement directed at the parking problems in the City.

Hermosa Beach compares very well with other communities in the area for off-street parking standards. Most other cities require the same number of spaces with additional requirements for covered or enclosed spaces (from "Municipal Parking Standards for 115 Selected California Cities", International Parking Design, Inc., Sherman Oaks, CA, June, 1988). Only 9 of the 115 cities included in the study required less than 2 spaces per single-family dwelling. The current residential parking standards are listed below:

TABLE XVI  
CITY OF HERMOSA BEACH  
PARKING STANDARDS

<u>LAND USE</u>	<u>SPACES REQUIRED</u>
Single-family	2 per unit and 1 guest space
Duplex	2 per unit and 1 guest space per duplex
Multi-family	2 per unit and 1 guest space per 2 units

Source: City of Hermosa Beach Zoning Ordinance

While the standards provide for minimum parking needs, too often additional spaces are required for extra guests, garages are being used for storage, and/or the minimum number of spaces is less than the number of vehicles in the unit. In fact, national trends suggest that the average household now owns three motor vehicles which would fill the minimum spaces provided with none left for possible guests. Figures from U.D.S. show that the City-wide average is 1.66 vehicles per household and 52.2% of the households own more than two vehicles. The fractional amount of the average must also be rounded up to 2 to account for actual vehicles that need spaces.

It is also necessary to analyze the amount of parking spaces or areas used for parking that occur as a practice and not simply as



required provisions of an ordinance. A typical neighborhood lot is wider than many of the lots in Hermosa Beach. A typical setback of 20' from the front property line exceeds the sometimes small or non-existent setbacks in Hermosa Beach. A typical house can then provide 6 parking spaces for that lot: 2 required that may be enclosed; 2 in the driveway/setback; and two on the street, even though only the two required are counted.

The City of Hermosa Beach, however, is not typical. Narrow lots might provide one on-street parking space and the narrowness allows no parking in the driveway/setback, where there is a setback. Actual parking use in the City is probably one-half the amount found in a typical single-family city neighborhood.

In order to provide parking for actual use, the increases would have to be accomplished through off-street parking. While this would alleviate the parking situation, the area left for building would be reduced by the same amount. An alternative method would be to require setbacks of sufficient size to allow them to be used for parking. The current 17' setback requirements in the City, when the garage fronts on the street, allows for parking, which provides two additional spaces. The requirements also allow for reduction in ground floor open space so that building size for the first floor remains functional.

Parking spaces have traditionally been required according to the land use proposed on the property. In the present, with the greatest impact on residential areas, some jurisdictions have considered linking the number of bedrooms with the number of spaces to be provided. Formulas by bedroom more accurately reflect potential vehicle demands.

In fact, the parking study shows that many jurisdictions adjust their requirements when multi-family complexes include units with different numbers of bedrooms. Covina and Beverly Hills require 3 spaces per 3 bedroom unit and only two for single-family residences. This approach reflects the reality noted above that typical single-family neighborhoods actually have more parking than required spaces.

An interesting note is that commercial uses do utilize the bedrooms-to-parking method and may provide some measure for future residential standards. Hotels and motels in the parking study are required to provide spaces based on the number of units that are in the complex, which generally means bedrooms, and would suggest that a residential standard might be comparably based. Also in Hermosa Beach with its large rental population of single adults living together and each owning a vehicle, it appears appropriate.

## **Open Space**

Open space is a major topic relating to standards. Private open space has been determined to be necessary for each family and home in Hermosa Beach because of the existing density and complete urbanization of the City.



Continuing growth in population has only increased that density and placed an ever-growing burden on public open space. Private open space, for both passive and active recreation will not eliminate the additional need for public open spaces. However, private open space can be complementary in providing supplemental amounts of land for recreational activity, particularly passive recreation.

Present codes and ordinances do require open space for private use with each housing unit. Single-family homes must have a minimum of 400 square feet of open space on a site at least 10' in width. Multiple dwellings must have at least 200 square feet of open space per unit with a minimum of 7' in width. The standards in the Belmont Shores community are the same for square footage per unit. The concerns are that open spaces may be under-utilized, of inadequate size, of improper design or location making them unusable.

Two previously mentioned methods may help accomplish the objective of increasing open space. Floor area ratio and maximum lot coverage, while limiting the bulk and footprint of a building can also increase or decrease open space on building lots. The lower the FAR or percentage of lot coverage the greater the amount of open space available. In a study by the City of Manhattan Beach it was noted that this is the way to increase usable open space and to control bulk, too.

### **Landscaping**

Included in this housing element review is the consideration of landscaping in multi-family construction where the occupants have limited responsibility for the care and maintenance of the landscaping on site. The objective is to insure long-term care of the landscaping and conservation by reducing water needs.

With the current trend toward condominium construction, the extended care and maintenance of landscaping is guaranteed through the CC & R's. The CC & R's could include a process allowing the City to arrange for landscape repair and maintenance with the costs to be recovered from the property owner.

The use of low to moderate water demand plants in landscaping would help in water conservation efforts. A suggested list of plants and their water consumption levels would give the public the information describing the overall advantages to using native and low water demand plants.

The City of Santa Monica has instituted a comprehensive program that includes use of proper plant materials in designs for private property and public property. Specific plant types are suggested for their low water demand and overall design characteristics. Examples of plants used by the City are shown with drawings of the gardens where they are located in a brochure prepared by the City of Santa Monica. The City requirements, in ordinance, are the submittal of a landscape plan and annual maintenance program.

For the City of Hermosa Beach, that system seems to address both the objectives of water conservation and guaranteed maintenance. Individual portions of a program may vary but using the Santa Monica ordinance as a model might be useful to the City.

### **Overview**

It becomes apparent that the issues discussed begin to weave together so that any proposed changes will require analysis of the total impact. Reduction of lot coverage can increase open space but size of the building may be adversely affected, parking may be altered and bulk of buildings may be shifted and block view corridors.

It is also clear that most of the statistics used to illustrate each issue could not be directly applied to the City of Hermosa Beach. In almost every case modifications would be necessary to "fine tune" standards to the local environment.

# Water Thrifty Plants for Santa Monica

TREES	SIZE	COLOR	SUN*
<i>Casuarina stricta</i> Beefwood	20'	Woody, conelike fruit	F
<i>Leptospermum lauriginatum</i> Australian Tea Tree	30'	bark-grey, white flower	F
<i>Pinus thunbergiana</i> Japanese Black Pine	20'-30'	dark green needles	F/P
<i>Quercus ilex</i> Holly Oak	40'-70'	dull green & silver leaves	F

## SHRUBS

<i>Agapanthus africanus</i> Lily-of-the-Nile	18" stalks	blue-white flowers	F/P
<i>Callistemon citrinus</i> Lemon Bottlebrush	15'	red flower; green leaves	F
<i>Cistus hybridus</i> White Rockrose	2'-5'	white flowers; gray-green leaves	F
<i>Escallonia</i> 'fradesi'	6'	rose flowers; dark green leaves	F/P

## GROUNDCOVERS

<i>Arctostaphylos</i> Manzanita	18" tall 6' spread	white flowers; dark green leaves	F/P
<i>Ceanothus</i> Joyce Coulter	4'-5' 15' spread	blue flowers; green leaves	F/P
<i>Gazania</i>	6"-8" tall 3" daisies	orange, yellow daisies; green foliage	F
<i>Nandina domestica</i> Heavenly Bamboo	1' tall	red-fall; purple/green summer	F/P
<i>Rosemarinus officinalis</i> Rosemary	2½' tall	blue flowers; green foliage	F

\*SUN: F-Full; P-Partial

VINES	SIZE	COLOR	SUN*
<i>Bougainvillea</i>	big mound huge vine	purplish-red flowers	F
<i>Campsis radicans</i> Trumpet Creeper	thick	orange-red flowers	F
<i>Hibbertia Scandens</i> Guinea Gold Vine	dense cover	yellow flowers; dark green leaves	P/F
<i>Passiflora caerulea</i> Passion Vine	3" leaves & flowers	white, pink & lavender flowers; med. green leaves	P

## FLOWERING PLANTS

<i>Achillea tomentosa</i> Wooly Yarrow	6"-10" stems	golden flowers; green leaves	F/P
<i>Arctotis hybrids</i> African Daisy	8" tall 3' spread	white, red, orange yellow, purple flowers	F
<i>Cheiranthus cheiri</i> Wallflower	1'-3' tall	yellow, red, pink, orange flowers	F
<i>Cosmos bipinnatus</i> Dazzler	3'-6'	rose, red, pink flowers	F/P
<i>Geranium macranthum</i> Crane's Bill	billowy carpet of flowers	rose-purple flowers	F/P

## EDIBLE CROPS

<i>Feijoa sellowiana</i> Pineapple Guava	18'-25' high	reddish-green fruit tree	F/P
<i>Mabomia pinnata</i> California Grape Holly	2'-6' high	yellow flowers; green leaves	F/P
<i>Vitis vinifera</i> Grape	fast growth vine, 4"-8" leaves	green leaves	F

These are just a very few of the hundreds of attractive, water thrifty plants that can help create a beautiful and useful landscape, a Xeriscape, for homes in the Santa Monica area.

As an example of what impact could occur based on existing standards and a set of hypothetical standards, the following sample has been provided.

TABLE XVIII  
IMPACT OF REVISED STANDARDS

SAMPLE LOT SIZE: 3,500 square feet      ZONING: R-2

<u>Standard</u>	<u>Existing</u>	<u>Sample</u>
Lot coverage	65%	50%
Floor area ratio	NA	.60/unit
Open space	400 sq.ft.	400 sq.ft.
Height	30'	25'/29'peak

Increased setbacks and parking were not included in the sample equation since most setbacks are suggested to be neighborhood oriented and parking was assumed to be subterranean.

The above sample is only to show a relationship between various standards. Floor area ratio had no impact in this particular case.

The building that could be built to the maximum limits described would be 3,500 square feet (1,750 per unit), two stories high with a pitched roof, no lofts or bonus rooms and approximately the same amount of open space. The change in the building size amounts to around a 37% reduction in floor area from the currently allowed 4,550 square feet and 1,000 square feet for lofts or mezzanines.

The numbers and selection of factors were used only to provide an illustration in the example. At the time of program action, studies need to present fuller backgrounds on each factor, their interrelationships and suggestions for implementation.

### Design Review

In many cities the minimum standards for development are accompanied by a process that evaluates how well the construction will fit into the surrounding environment. The process, or design review, is tailored to local conditions where standards may not fulfill completely the objectives of the community. As an example, the ordinance from the City of Rolling Hills Estates is compared with the Precise Development Plan that is used in Hermosa Beach.



Design review can ensure that all the necessary components of a project properly relate to each other. Review would offer suggestions for improvement and consider adjacent lots and the impact of the proposed design. Design incentives can be offered as ways to lessen the impacts of the development.

Design incentives encourage variety in the appearance of buildings relating to bulk. The intent is to eliminate long, flat wall expanses and the feeling of being out of place in the neighborhood. Incentives can include reduced setbacks, allowances for decks and balconies in required side yards and use of open space.

The City of Rolling Hills Estates outlines in their ordinance the requirements for approval of all new construction in general terms that take into consideration changing conditions from area to area in the City. The specific objectives of the ordinance are:

- 1) Natural amenities
- 2) Character
- 3) Scale
- 4) Style
- 5) Privacy
- 6) Landscaping
- 7) Views

These objectives are to be met through proper design by the architect and subsequent approval for construction by the City. While minimum standards of the zoning ordinance must still be met exact numbers are not prescribed in the design review section which allows for maximum design flexibility.

The Precise Development Plan section of the Zoning Ordinance in Hermosa Beach serves the same purpose of trying to improve development and protect surrounding property. The major difference is that the City of Rolling Hills Estates included single family home construction, remodeling projects and any additions. Hermosa Beach specifically excludes single family and remodeling of less than 1,500 square feet.

Design review may also extend to historic preservation in both residential and commercial buildings. Improvements and repairs to identified structures of historical significance undergo careful study by a review board, prior to the issuance of permits. This topic will be discussed in depth in the Land use Element and include residential and commercial applications.

A Design Review Board should be composed of objective outside professionals (not lay citizens) which can constructively examine proposed development in order to make it more harmonious with the neighboring properties, and/or to enhance its architectural beauty.

Since the City, unlike some other cities, does not have one form of architecture the Review Board should not attempt to impose one architectural theme, but instead should allow complete variety of architecture.



## PROGRAM ACTIONS LIST



## **1989 HOUSING ELEMENT REVISION**

### **PROGRAM SELECTION**

The following are the program actions from the revision. These actions are considered to be appropriate as the implementation of stated goals, objectives, and policies in the revision. Review of the continued effectiveness of each program action will be done throughout the planning period and changes may be made in order to reflect community desires.

#### **Shared housing for Senior Citizens**

The City continues to support the efforts of the Retired Senior Volunteer Program and similar groups in providing a service that places seniors together in housing units as roommates to cut rental housing costs. This clearing house method allows screening and compatibility determinations by the individuals with the specific objective of finding a roommate.

Objective: Provide affordable rental housing for senior citizens

Responsible Agency: Various non-profit groups

Financing: City Housing Fund (partial), private donations

Implementation: Reactivate in 1990 to be continuing program action through 1994.

#### **Affordable housing fund**

From the existing fund of \$115,000 the City would assist in ways to reduce the total cost of purchasing a dwelling for senior citizens. No specific program actions have yet been established regarding exactly the kind of actions that would be appropriate and provide the greatest positive impact.

Objective: Encourage ownership of housing by senior citizens by reducing housing costs

Responsible Agency: City of Hermosa Beach

Financing: Housing Fund

Implementation: Fiscal year 1990-1991

## **Capital Improvements Program**

This action is a prioritizing process dealing with the construction and maintenance of City utilities, streets, City buildings, and major purchases compiled from identified needs of each of the departments in the City. The program generally has a six year time span and is updated and extended another year annually. Current year priorities are part of the Capital Improvements Budget and target that fiscal year to complete that project or phase of a project.

Objective: Efficient project planning, budget preparation related to capital expenditures

Responsible Agency: All City departments

Financing: Various (General Fund, State Highway, etc.)

Implementation: On-going

## **Regional Homeless Advisory Committee**

As noted in the section about the Homeless, all California jurisdictions will be adding some discussion on the homeless in their area. Interest by private, non-profit agencies and other public agencies in approaching the situation on a regional basis was also noted. Formation of an advisory, volunteer committee could provide continuity and some central source of information, neither of which exists at the present time.

Objective: Cooperate with other agencies in a solution-oriented approach to the homeless situation

Responsible Agency: Southern California Association of Governments

Financing: Unknown

Implementation: Regular monthly meeting schedule might be possible by mid-1991

## **Ordinance Revisions**

The process of revising applicable ordinances to implement the objectives and policies of the Revised Housing Element would begin at the time of the approval of the revision. Specific objectives and policies would be researched and studied to determine the appropriate methods to be used in the City.

Objectives: Implement Housing Element Revision

Responsible Agency: Planning Department

Financing: General Fund

Implementation: 1991

## **Enforcement**

The provisions of the Zoning Ordinance and the Building Codes will continue to be enforced through 1994. As required, amendments may be adopted to implement objectives and policies in the revision. Specific actions already implemented and continuing are: illegal unit abatement and zoning compliance. Future actions could include amended housing standards and property maintenance requirements.

Objectives: Continued conservation and improvement of city neighborhoods

Responsible Agency: Building and Safety Department

Financing: City General Fund

Implementation: 1991

A program may include several additional actions like Ordinance revision which would have housing standards, enforcement and some land use items as its parts.

## **Historic Preservation**

Initial efforts would coordinate available local information, photographs and materials to begin the process of designating those structures that have unique characteristics and are in a physical condition to consider. Review of proposed repairs would be by a Review Board of non-resident professionals to preserve the style of architecture of each designated structure.

Objectives: Preserve historical buildings in the City and provide for the designation of additional structures meeting a pre-determined set of standards.

Responsible Agency: City of Hermosa Beach

Financing: Not determined

Implementation: Begin by mid 1991. To be on-going once started.

## **Incentives for Housing Development**

The City shall consider all housing programs available through the State Department of Housing and Community Development for which a developer may request City assistance for the development of affordable housing.

Objective: Provide affordable rental and / or sale of housing for low and moderate income families.

Responsible Agency: City of Hermosa Beach

Financing: Private sources using various State tax exempt financing vehicles.

Implementation: On-going action program.

**CDBG Rental Assistance (Section 8 Housing)**

Administered through the County of Los Angeles, the Section 8 program provides assistance to targeted households which are overpaying for housing. Subsidies are provided in order to reduce the amount of monthly rent to no more than 30% of the income of a household.

Objective: Provide assistance to lower income households in the form of rental assistance.

Responsible Agency: County of Los Angeles

Financing: Community Development Block Grants

Implementation: On-going program



## PUBLIC PARTICIPATION



## PUBLIC PARTICIPATION

Under Section 65583(c)5 of the State housing law, public participation from all income levels must be diligently pursued when considering revisions to the adopted housing element. The preparation of the draft revision to the Housing element was done through the use of two public workshops and three public hearings before the citizens of the City.

FEB.15,1990 - Televised workshop that had been advertised was a joint meeting with the Council and Commission to review goals, objectives, and policies.

AUG. 8,1990 - Second joint workshop with the City Council and Planning Commission. Publicly noticed meeting to consider complete draft revision of the Housing element. Prior to the meeting copies of the draft revision were available to the general public for review. Copies were placed in the City Clerk's office, the Planning Department, the City Library, and the Police Department.

Public notices were published locally informing the public of the meeting and the locations of drafts for review. This workshop was also televised over the local cable access channel so that residents who could not attend the meeting could view the proceedings at home.

SEPT. 4, 1990 - PUBLIC HEARING before the Planning Commission to consider all changes and make recommendation to the City Council. The Commission voted to hold the recommendation and consider the revision again at the Sept. 18th Planning Commission meeting. The televised hearing had no comments from the public concerning the revision. However, the Commission decided to delay the recommendation for two weeks in order to consider late comments from the State H.C.D. and additional staff information.

SEPT. 18, 1990 - PUBLIC HEARING before the Planning Commission. All proposed changes were considered and staff was directed to make all corrections to the revision. The Planning Commission asked for public comment then recommended that the City Council approve the revision as amended.

OCT. 9, 1990 - PUBLIC HEARING before the City Council. City Council voted to approve the Housing element. All of the meetings were made available to the general public by way of the local cable television access. Meetings were also advertised in the local newspaper.



## APPENDICES





## APPENDIX A



DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
Division of Housing Policy  
Development  
921 Tenth Street, Room 601  
Sacramento, CA 95814  
(916) 323-3176



November 11, 1988

NOV 16 1988

Mr. Kevin Northcraft  
City Manager  
City of Hermosa Beach  
1315 Valley Drive  
Hermosa Beach, CA 90254

Dear Mr. Northcraft:

RE: Review of the City of Hermosa Beach's Adopted Housing  
Element

We have reviewed the Housing Element adopted by the Hermosa Beach City Council in March, 1984, and received in this office on July 29, 1985. As you know, we have authority to review adopted housing elements and report our findings to the locality (Government Code Section 65585).

Although the Housing Element was adopted over four years ago, we feel our review and comments may be of assistance to the City in the preparation of a revised housing element due July 1, 1989.

Our review has been discussed in telephone conversations on October 25 and November 2 between your Planning Director, Mike Schubach, and Margaret Bell of this Division. We appreciate Mr. Schubach's cooperation and assistance.

The City is to be commended for amending the zoning code in 1981 to allow manufactured housing to be permanently placed on single-family lots and for establishing a special zone for mobilehome parks. The 1984 Housing Element also indicated that a grant of \$5,000 in Community Development Block Grant funds was made to a nonprofit organization to help bring together low- and moderate-income senior citizens in a shared housing program, and that the city expected the development of a shared equity program that would allow over 50 moderate income persons to purchase apartments being converted into condominiums. Unfortunately, according to Mr. Schubach, the units so provided have not been kept affordable to the targeted households.

Mr. Kevin Northcraft  
Page Two

This letter and the attached Appendix summarize our conclusions from our discussions with Mr. Schubach, and describe the changes we believe are needed to bring the adopted housing element into compliance with statutes applicable at the time of its adoption (Article 10.6 of the Government Code). We have included some general references to statutory requirements enacted since 1984 which will be applicable to the housing element revisions due in July, 1989. We hope our comments are helpful to the City.

We recognize that the City is dealing with unusual housing problems as a result of past subdivision approvals which allowed unusually high residential densities. We also understand that Hermosa Beach has a limited amount of vacant developable land and faces other problems common to most coastal cities.

In accordance with requests pursuant to the Public Information Act, we are sending copies of this letter to the persons and organizations listed below.

If you have any questions about our comments, please contact Margaret Bell of our staff at (916) 323-3180.

Sincerely,



Nancy Javor, Chief  
Division of Housing Policy  
Development

NJJ:MB:bt

cc: Mike Schubach, Planning Director, City of Hermosa Beach  
Joe Carreras, Southern California Association of Governments  
Carlyle W. Hall, Jr., Center for Law in the Public Interest  
Jonathan Lehrer-Graiwer, Western Center on Law & Poverty, Inc.  
Kathleen Mikkelsen, Deputy Attorney General  
Bob Cervantes, Governor's Office of Planning and Research  
Richard Lyon, California Building Industry Association  
Kerry Harrington Morrison, California Association of Realtors

## City of Hermosa Beach

The following changes would, in our opinion, bring the Hermosa Beach Housing Element adopted in 1984 into compliance with Article 10.6 of the Government Code, as it applied at the time the Element was adopted. Following each recommended change or addition, we refer to the applicable provision of the Government Code. Where particular program examples or data sources are listed, these suggestions are for your information only. We recognize that Hermosa Beach may choose other means of complying with the law.

### A. Housing Needs, Resources, and Constraints

1. Use the latest available population and household projections, as well as the SCAG Regional Housing Allocation Model (RHAM) figures applicable in 1984 (Section 65583(a)(1)). Housing needs should be identified by household income categories.
2. Break down the information by tenure (owner or renter), as well as household income level, in the analysis and documentation of households overpaying and overcrowded, to assist in targeting the need group (Section 65583(a)(2)). Tenure affects the nature of housing problems encountered and the potential solutions.
3. Provide an inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and analyze the relationship of zoning and public facilities and services to these sites (Section 65583(a)(3)).

We understand the City is nearly built out and has little vacant land available for housing. In our opinion, this provides more reason for the housing element to examine the potential for additional housing on sites in use which may be near-term candidates for redevelopment to residential uses, and the City's authority to approve commercial areas for mixed use.

We understand that some schools in the City are no longer in use. Unused school sites can be good resources for housing development, since they are located in residential areas and are already served by existing public facilities.



State law sets forth specific procedures for the disposition of public surplus lands, including school properties (Government Code 54222). It requires that local agencies, including housing authorities and redevelopment agencies, be notified of the availability of the land through sale or lease for the development of low and moderate income housing, or for park and open space purposes. Agencies have 60 days to respond to the offer. Where more than one offer for the property is received, priority may be given to the entity proposing to develop affordable housing (Government Code 54227).

The Office of Local Assistance, State Department of General Services, keeps records on surplus school sites and has developed a formula for penalizing a district which holds an unused site for more than five years. The contact in that office is Bud Routh, (916) 322-0290.

If a City purchases a school site, it may then sell or lease it to a nonprofit agency or other entity which will build and operate a housing development to provide affordable units for low and moderate income households. San Jose, for example, has been successful in leasing surplus school sites for housing.

4. Analyze potential and actual governmental constraints on the development, improvement, or maintenance of housing for all income levels (Section 65583(a)(4)). For example, the City is exercising its authority to control the number of "illegal" units that do not conform to the building code. However, the housing element does not indicate that the City has adopted an ordinance or implemented a program to facilitate the conservation of such units where it is feasible to do so.

Local processing and permit procedures, the imposition of fees and other exactions on developers, and development standards unrelated to protecting health and safety may also act as constraints.

5. Analyze any special housing needs, such as those of the handicapped, the elderly, large families, farmworkers, and families with female heads of households (Section 65883(a)(6)). For example, Hermosa Beach could use census data to determine the presence of handicapped persons in the community and analyze the availability of housing accessible to them.

Statutes enacted since the Hermosa Beach element was adopted in 1984 added requirements that local housing elements identify homeless persons and persons in need of emergency shelter, and make adequate sites available



to accommodate the needed shelters and transitional housing. It is effective for the next updated element to meet the July 1, 1989, deadline. Local police, churches, and social service agencies should be good sources of information regarding the number of homeless persons in Hermosa Beach. We have sent Mr. Schubach a housing element information and technical assistance packet which includes an explanation of these new requirements and suggestions for meeting them.

B. Quantified Objectives

Establish quantified objectives for the maximum number of housing units that can be constructed, rehabilitated, and conserved over the five-year time frame (Section 65583(b)). Regarding conservation, for example, the City may wish to quantify the number of existing units that will be preserved at affordable rents through a Section 8 program.

C. Housing Programs

1. Establish a schedule of program actions which the City will implement during the planning period of the element. Each program action should specify the implementation time frame and the agency responsible for administering the program (Section 65583(c)(1) through (5)). (The element contains a number of policies which are not accompanied by programs or actions to achieve goals.) In our opinion, a housing element program should include a clear commitment and a schedule for action.
2. Include program actions to assist in the development of housing for low-and moderate-income households (Section 65583(c)(1) and (2)). For instance, some cities have adopted ordinances which link the approval of certain commercial developments to developer contributions for the development or conservation of affordable housing.

The element should be more specific with regard to sites not currently developable due to lack of infrastructure. If the City is restricting growth because water, sewer, and public transportation facilities are inadequate, it may want to explore the feasibility of exercising its redevelopment powers to improve those facilities, and perhaps reassemble existing small lots to provide the necessary sites for housing needed for low- and moderate-income workers in the community.

3. Include program actions to address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing for all income levels (65583(c)(3)). For instance, the

City could waive certain permit fees or provide other incentives for the development of housing affordable to low- and moderate-income persons employed in the community.

D. Review and Revise

Review the previous element to evaluate appropriateness, effectiveness, and progress in implementation, and reflect the results of this review in the revised element (Section 65588(a) and (b)). There are three parts to the information which should be provided:

1. "Effectiveness of the element (Section 65588(a)(2)):" A comparison of the actual results of the earlier element with its goals, objectives, policies and programs. The results should be quantified where possible (e.g., rehabilitation results), but may be qualitative where necessary (e.g., mitigation of government constraints).
2. "Progress in implementation (Section 65583(a)(3)):" An analysis of the significant differences between what was projected or planned in the earlier element and what was achieved.
3. "Appropriateness of goals, objectives and policies (Section 65588(a)(1)):" A description of how the goals, objectives, policies and programs of the updated element incorporate what has been learned from the results of the prior element.

An element revision should also reflect the changing housing needs of the community as well as past accomplishments.

## APPENDIX B





# City of Hermosa Beach

Civic Center, 1315 Valley Drive, Hermosa Beach, California 90254-3885

July 12, 1988

Mr. Don Griffin  
SCAG President  
600 S. Commonwealth Avenue, Suite 1000  
Los Angeles, California 90005

RE: Appeal of the Regional Housing Needs Assessment

Dear Mr. Griffin:

The City of Hermosa Beach has reviewed the Regional Housing Needs Assessment (RHNA) prepared by SCAG, including housing and employment within the City. The City would like to appeal the allocated share of growth projected for the year 2010. In general, housing and employment estimates for the various growth management alternatives appear to very high for a city such as Hermosa Beach which has very little vacant land available. Hermosa Beach is already recognized as one of the most dense communities within the SCAG region.

There appears to be a discrepancy in the number of existing housing units in the City of Hermosa Beach. Hermosa Beach has experienced a large number of new residential units constructed within the last few years. The primary type of residential development are new two or three unit condominiums which have replaced the older single family homes. SCAG's 1984 estimated housing unit number is 9,725. The Building Department maintains a record of the number of building permits issued. The cumulative number of dwelling units as of May 1988 is 10,018.

The Growth Management Alternatives outlined in the RHNA estimates residential growth increases ranging from 9.64% to 16.64% in Hermosa Beach. Since the City has already experienced rapid residential renewal growth, thus elimination of many older homes, and is 99% built out, the proposed increase in housing units is to large. The growth estimates should be changed to reflect this reality.

The job estimates provided within the GMA alternatives are also very large. The GMA outlines job employment increases ranging from 29.35% to 56.63%. The City of Hermosa Beach has almost no vacant land remaining for commercial development, thus the Planning Staff does not project the substantial employment increases outlined in the RHNA. The City has approved the development of a six unit theatre and commercial complex and may approve a Development Agreement for a proposed hotel which will




generate some new jobs within the community. However, staff does not believe that a potential 2,763 new jobs can be added to the community. At best, 300 new jobs may be created.

Further, Hermosa Beach is faced with many constraints which will limit the potential growth in the City. The infrastructure throughout most of the City is substandard. The City has adopted policies in an attempt to update the sewer and water system to accomodate the existing development.

Growth Management Alternative 3 - jurisdictions with local plans - should reflect the growth policies set in Hermosa Beach. The City Council, in response to the attitudes of the residents, has recently reduced the maximum number of dwelling units in all residential zones and has downzoned several blocks. Therefore, the year 2010 housing and job estimates do not reflect the local policies and goals adopted by the community.

I hope we can work together to resolve the discrepancies listed above. If you have any questions regarding this matter please contact Michael Schubach, Planning Director, or myself at (213) 376-6984..

Sincerely,



Kevin B. Northcraft  
City Manager

a/scag



## APPENDIX C



TABLE 1: REGIONAL HOUSING NEEDS ASSESSMENT: EXISTING NEED

LOS ANGELES COUNTY - LOWER INCOME HOUSEHOLDS PAYING MORE THAN 30% OF INCOME FOR SHELTER (OVERPAYMENT)

JURISDICTION	1988 HOUSEHOLDS	LIHHS	LIHHS OVERPAYING FOR SHELTER			OWNERS		LIHH OVERPAYMENT BY TENURE AND INCOME		RENTERS	
			TOTAL	VERY LOW	LOW	TOTAL	VERY LOW	OWNERS LOW	RENTERS TOTAL	RENTERS VERY LOW	RENTERS LOW
AGOURA HILLS	6,039	839	546	230	316	342	139	203	203	91	113
ALHAMBRA	27,841	12,111	6,003	3,920	2,084	821	551	270	5,182	3,368	1,813
ARCADIA	18,556	5,066	2,642	1,604	1,038	428	277	151	2,213	1,328	885
ARTESIA	4,417	1,603	755	526	228	244	189	55	511	337	173
AVALON	1,082	532	286	191	96	20	12	8	265	179	87
AZUSA	12,374	5,296	2,419	1,577	842	377	250	127	2,042	1,327	715
BALDWIN PARK	16,236	6,852	3,501	2,321	1,180	1,221	756	465	2,280	1,565	715
BELL	8,755	4,745	2,379	1,738	641	181	138	43	2,198	1,600	598
BELLFLOWER	23,151	9,770	5,167	3,353	1,816	687	472	214	4,480	2,879	1,601
BELL GARDENS	9,210	5,452	3,078	2,254	824	320	199	122	2,758	2,055	703
BEVERLY HILL	15,360	4,762	2,760	1,714	1,046	288	183	105	2,471	1,531	940
BRADBURY	296	55	0	0	0	0	0	0	0	0	0
BURBANK	38,558	14,652	7,549	4,814	2,735	1,417	916	502	6,132	3,899	2,233
CARSON	23,831	5,886	2,713	1,648	1,065	1,266	710	556	1,447	938	509
CERRITOS	15,233	1,493	884	452	432	600	296	304	284	156	128
CLAREMONT	10,775	2,640	1,311	799	511	345	191	155	964	609	356
COMMERCE	3,172	1,450	586	446	140	126	92	34	460	354	106
COMPTON	23,195	12,131	6,473	4,930	1,544	2,080	1,459	621	4,394	3,470	924
COVINA	15,710	5,216	2,620	1,692	929	668	414	253	1,951	1,276	675
CUDRAY	5,357	3,343	1,809	1,298	509	112	83	29	1,696	1,215	481
CULVER CITY	16,556	4,702	2,208	1,287	921	349	221	128	1,859	1,067	792
DOWNEY	33,472	11,146	5,893	3,790	2,102	1,264	839	425	4,627	2,951	1,676
DUARTE	6,646	2,359	1,041	708	333	413	265	148	629	444	185
EL MONTE	26,408	13,494	7,366	5,160	2,206	1,093	704	389	6,274	4,457	1,817
EL SEGUNDO	6,795	1,753	854	538	316	100	50	50	754	487	267
GARDENA	18,200	6,625	3,208	2,058	1,151	468	286	182	2,742	1,772	970
GLENDALE	64,312	26,432	14,042	8,985	5,056	1,622	1,065	557	12,419	7,920	4,499
GLENORA	15,789	4,010	2,156	1,380	777	786	500	286	1,370	880	490
HAWAIIAN GARD	3,343	1,591	828	590	239	155	108	47	673	481	192
HAWTHORNE	26,713	10,632	5,652	3,496	2,156	453	283	169	5,198	3,213	1,985
HERMOSA BH	9,578	2,663	1,265	740	525	159	110	49	1,105	629	476
HIDDEN HILLS	510	48	31	22	9	28	19	9	3	3	0
HUNTINGTON P	14,477	8,788	4,471	3,432	1,038	286	199	88	4,184	3,234	951
INDUSTRY	84	31	19	12	8	2	1	2	17	11	6
INGLEWOOD	37,045	17,559	9,946	6,470	3,478	1,195	732	463	8,751	5,737	3,014
IRVINDALE	238	92	32	25	7	5	5	0	26	19	7
LA CANADA FL	6,853	843	362	198	165	268	153	115	95	45	50
LA HABRA HTS	1,624	221	83	46	37	75	40	35	8	5	2
LAKEWOOD	26,340	6,322	2,985	1,869	1,117	1,248	815	433	1,737	1,053	684
LA MIRADA	12,447	2,216	1,236	773	462	619	373	246	616	401	215
LANCASTER	28,036	9,448	3,807	2,517	1,292	1,189	760	429	2,620	1,757	863
LA PUENTE	8,740	3,243	1,620	1,105	515	544	314	230	1,077	792	285
LA VERNE	9,890	2,937	1,042	641	400	245	140	105	796	500	296
LAWDALE	9,020	3,599	2,023	1,311	712	268	193	75	1,754	1,118	637
LOMITA	8,144	3,282	1,461	926	535	180	106	74	1,281	819	461

TABLE 7 - LOS ANGELES COUNTY

## REVISED FUTURE HOUSING NEEDS BY INCOME CATEGORY

(25% IMPACTION AVOIDANCE ADJUSTMENT AND FURTHER ADJUSTMENT FOR HIGHLY IMPACTED Localities)

JURISDICTIONS	TOTAL	VL INC	LOW INC	MOD INC	HIGH INC	LOWER INC (%VL & L)	HIGHER INC (%MOD & UP)
AGOURA HILLS - R	1,650	160	177	213	1,099	20.5%	79.5%
ALHAMBRA	2,098	387	509	414	788	42.7%	57.3%
ARCADIA	805	109	137	124	436	30.5%	69.5%
ARTESIA	256	41	54	52	108	37.3%	62.7%
AVALON	218	33	52	43	90	39.3%	60.7%
AZUSA	1,535	291	356	320	568	42.2%	57.9%
BALDWIN PARK - R	627	111	151	144	221	41.7%	58.3%
BELL	315	45	69	84	117	36.1%	63.9%
BELLFLOWER	2,239	394	540	447	858	41.7%	58.3%
BELL GARDENS	128	21	30	37	41	39.5%	60.6%
BEVERLY HILLS - R	835	116	162	121	436	33.3%	66.7%
BRADBURY	28	3	4	4	18	23.9%	76.1%
BURBANK - R	2,968	505	640	584	1,239	38.6%	61.4%
CARSON	1,981	260	307	351	1,063	28.6%	71.4%
CERRITOS	1,541	126	143	206	1,067	17.4%	82.6%
CLAREMONT	802	104	123	118	456	28.4%	71.6%
COMMERCE - R	86	15	19	21	31	39.3%	60.7%
COMPTON	2,374	318	510	574	972	34.9%	65.1%
COVINA - R	976	150	191	173	461	35.0%	65.1%
CUDAHY	267	43	69	68	88	41.6%	58.3%
CULVER CITY	1,313	185	227	245	657	31.3%	68.7%
DOWNEY	1,705	271	327	327	780	35.0%	65.0%
DUARTE	995	151	214	209	421	36.7%	63.3%
EL MONTE	2,282	317	461	592	912	34.1%	65.9%
EL SEGUNDO - R	1,112	156	171	224	561	29.4%	70.6%
GARDENA	1,805	288	386	371	759	37.4%	62.6%
GLENDALE - R	5,597	982	1,308	1,059	2,249	40.9%	59.1%
GLENDORA	1,227	154	203	206	664	29.1%	70.9%
HAWAIIAN GARDENS	519	70	96	147	207	32.0%	68.3%
HAWTHORNE	4,977	913	1,073	1,023	1,968	39.9%	60.1%
HERMOSA BEACH - R	513	76	82	95	259	30.9%	69.1%
HIDDEN HILLS	46	3	5	4	34	17.1%	82.9%
HUNTINGTON PARK	1,222	191	304	314	413	40.5%	59.5%
INDUSTRY	94	17	18	30	28	38.0%	62.1%
INGLEWOOD	1,518	202	278	387	652	31.6%	68.4%
IRWINDALE	34	5	8	8	13	38.9%	61.1%
LA CANADA FLNTRG-R	266	22	29	34	181	19.3%	80.7%
LA HABRA HEIGHTS-R	110	10	12	10	78	20.3%	79.7%
LAKEWOOD	1,173	148	181	223	621	28.1%	72.0%
LA MIRADA	1,059	112	136	189	622	23.4%	76.6%
LANCASTER	11,735	1,766	2,379	2,244	5,345	35.3%	64.7%
LA PUENTE	433	78	86	90	179	37.9%	62.1%
LA VERNE	930	137	163	181	449	32.3%	67.7%
LAWDALE	1,027	178	233	204	412	40.0%	60.0%
LOMITA	661	109	157	121	273	40.3%	59.7%
LONG BEACH	12,382	1,754	2,738	2,629	5,262	36.3%	63.7%
LOS ANGELES	129,100	19,804	30,803	24,882	53,611	39.2%	60.8%
LYNWOOD	453	58	85	116	195	31.5%	68.6%

TABLE 7 - CONTINUED

## REVISED RHNA FUTURE NEEDS FACTORS

TABLE 14

LOS ANGELES COUNTY

JURISDICTION	FIVE YEAR 7/89-7/94 FUTURE NEED	HOUSEHOLD GROWTH 7/89-7/94	TOTAL VACANCY ADJUSTMENT	DEMOLITION ADJUSTMENT
AGOURA HILLS	1,650	1,654	-16	12
ALHAMBRA	2,100	1,151	528	422
ARCADIA - R	805	500	133	172
ARTESIA	256	98	96	62
AVALON	218	189	7	22
AZUSA	1,535	1,101	126	308
BALDWIN PARK - R	627	358	17	252
BELL	315	25	217	73
BELLFLOWER	2,241	1,668	332	242
BELL GARDENS	128	18	48	62
BEVERLY HILLS-R	835	470	213	152
BRADBURY	28	18	4	5
BURBANK - R	2,970	2,175	115	680
CARSON	1,982	1,565	351	67
CERRITOS	1,541	1,245	270	25
CLAREMONT	801	668	107	25
COMMERCE - R	86	0	0	86
COMPTON	2,374	1,328	397	648
COVINA - R	976	743	141	92
CUDAHY	267	142	75	50
CULVER CITY	1,312	762	522	28
DOWNEY	1,705	1,005	507	193
DUARTE	995	791	160	45
EL MONTE	2,282	1,527	592	163
EL SEGUNDO - R	1,112	844	115	153
GARDENA	1,806	1,294	248	263
GLENDALE - R	5,601	4,048	641	912
GLENDORA	1,227	980	162	85
HAWAIIAN GARDENS	519	367	74	78
HAWTHORNE	4,977	2,468	734	1,775
HERMOSA BEACH-R	513	161	104	248
HIDDEN HILLS	46	42	2	2
HUNTINGTON PARK	1,222	139	347	735
INDUSTRY	94	86	3	5
INGLEWOOD	1,518	705	136	677
IRWINDALE	34	15	0	18
LA CANADA FL.-R	266	198	60	8
LA HABRA HGTS-R	110	93	12	5
LAKEWOOD	1,173	748	399	25
LA MIRADA	1,058	792	263	3

TABLE 29  
REVISED RHNA VACANCY ADJUSTMENT  
LOS ANGELES COUNTY

JURISDICTION	TOTAL HOUSING UNITS 1/88	% SNGL FAM. UNITS	1988 IDEAL VAC. R	1987 ACTUAL VAC. R	EXISTING VAC NEED 1988	ADDTL VAC NEED 89-94	TOTAL VACANCY ADJSTMNT
AGOURA HILLS	6,301	0.834	2.50	3.40	-57	41	-16
ALHAMBRA	29,195	0.478	3.57	1.90	487	41	528
ARCADIA - R	19,180	0.627	3.12	1.90	117	16	133
ARTESIA	4,604	0.756	2.73	0.70	94	3	96
AVALON-V	1,624	0.403	3.79	9.50	0	7	7
AZUSA	12,691	0.473	3.58	2.90	86	39	126
BALDWIN PARK-R	16,636	0.772	2.68	2.60	7	10	17
BELL	9,332	0.428	3.71	1.40	216	1	217
BELLFLOWER	23,724	0.546	3.36	2.20	276	56	332
BELL GARDENS	9,512	0.702	2.89	2.40	47	1	48
BEVERLY HILLS-R	16,252	0.370	3.89	1.50	195	18	213
BRADBURY	320	0.947	2.16	0.90	4	0	4
BURBANK - R	40,138	0.532	3.41	3.20	41	74	115
CARSON	24,098	0.772	2.68	1.40	309	42	351
CERRITOS	15,521	0.913	2.26	0.70	242	28	270
CLAREMONT	11,219	0.831	2.51	1.70	91	17	107
COMMERCE - R	3,255	0.764	2.71	0.50	0	0	0
COMPTON	24,005	0.702	2.89	1.40	359	38	397
COVINA - R	16,030	0.642	3.07	1.60	118	23	141
CUDAHY	5,611	0.454	3.64	2.40	69	5	75
CULVER CITY	17,115	0.469	3.59	0.70	495	27	522
DOWNEY	34,081	0.602	3.19	1.80	475	32	507
DUARTE	6,826	0.699	2.90	0.90	137	23	160
EL MONTE	27,085	0.567	3.30	1.30	541	50	592
EL SEGUNDO - R	7,080	0.473	3.58	1.20	85	30	115
GARDENA	18,712	0.442	3.67	2.60	201	48	248
GLENDALE - R	67,123	0.415	3.75	2.30	489	152	641
GLENDORA	16,240	0.787	2.64	1.80	136	26	162
HAWAIIAN GARDENS	3,521	0.583	3.25	1.50	62	12	74
HAWTHORNE	27,763	0.337	3.99	1.70	636	98	734
HERMOSA BEACH-R	10,075	0.484	3.55	1.60	98	6	104
HIDDEN HILLS	526	0.958	2.13	2.00	1	1	2
HUNTINGTON PARK	15,384	0.359	3.92	1.70	342	5	347
INDUSTRY	88	0.807	2.58	1.60	1	2	3
INGLEWOOD	38,501	0.405	3.78	3.50	109	27	136
IRWINDALE-V	272	0.971	2.09	2.60	0	0	0
LA CANADA FL.-R	6,971	0.931	2.21	0.60	56	4	60
LA HABRA HGTS-R	1,690	0.956	2.13	1.00	10	2	12
LAKEWOOD	26,586	0.855	2.43	1.00	381	18	399
LA MIRADA	12,866	0.837	2.49	0.60	243	20	263



## APPENDIX D



## Section 9128.21 Relocation Impact Report (RIR)

As Amended by  
Ord. No. 82-6  
Ord. No. 89-8

For the purpose of this Section any closure of a mobilehome park or trailer park or any part thereof or any change of the park's status to a vacant use shall be deemed to be a conversion of the park.

Prior to the conversion of a mobilehome park or trailer park or any part thereof to any other use or to a vacant use, the person or entity (hereinafter "the applicant") proposing such conversion shall file an application with the City and obtain approval from the City of a relocation impact report (RIR) in accordance with the provisions contained in this Section.

For the purpose of this Section, the term "Mobilehome" shall mean a vehicle designed or used for human habitation and shall include camping trailers, motorhomes, slide-in campers and travel trailers, when used as the occupant's primary place of residence as established by nine (9) months continuous residency, and mobilehomes as defined in the California Mobilehome Residency Law, Civil Code Section 798, *et seq.*

#### A. Time for Filing RIR

An RIR shall be filed by the applicant and approved by the Commission prior to the giving of the written notice of change in use of a mobilehome park or trailer park or any portion thereof required by Section 798.56(f) of the California Civil Code. The RIR shall constitute an application for a permit requesting a change of use within the meaning of Section 798.56(f) (2) of the California Civil Code.

If the applicant files a tentative tract or parcel map to a subdivision to be created upon the conversion of a mobilehome park or a trailer park to another use prior to giving the written notice under Section 798.56(f) of the California Civil Code, then the RIR shall be filed concurrently with the filing of the map.

If the written notice of change in use has been given to the residents prior to the adoption of this Section, the RIR shall be submitted within 30 days of the effective date of this Section.

#### B. Application and Resident Questionnaire

The City may require that the applicant file an application on a form, provided by the City, concurrently with the filing of an RIR.

The City may also require that the applicant give to each affected mobilehome owner a questionnaire, provided by the City, which includes, but is not limited to:

1. The purchase price and date of purchase of the mobilehome by the resident. (Information may be provided at the option of the resident.)
2. The amount and terms of any remaining amount due on a mortgage on the mobilehome.
3. The cost incurred by the resident in making any improvements, such as additions to or enlargement of the mobilehome, patios, porches, carports, landscaping, and related amenities.
4. Any circumstances, including but not limited to job location, which would restrict the area in which the resident is able to relocate.

All questionnaires shall be given to each resident by the applicant at least 40 days prior to filing the proposed RIR with the City and shall be returned by each resident to the applicant within 30 days. All completed questionnaires shall be submitted to the City by the applicant concurrently with the filing of an RIR.

Said questionnaires shall be kept separate from the RIR and will not be included in the RIR sent to each resident. The identity of a resident and his or her individual responses shall be confidential and shall not be divulged except as necessary to determine the relocation assistance to be received by that particular resident or to settle disputes concerning the relocation assistance approved by the City. The City may also require information, such as that in the questionnaire, directly from the resident.

### C. Content of RIR

The RIR shall contain the following:

1. A description of the proposed new use.
2. A timetable for conversion of the park.
3. A legal description of the park.
4. The number of spaces in the park, length of occupancy by the current occupant of each space, and current rental rate for each space.
5. The date of manufacture and size of each mobilehome.
6. The appraised on-site value and off-site value of each of the mobilehomes in the park. The appraiser is to be selected by the City and the cost is to be borne by the applicant.
7. The total number of mobilehome residents, broken down space by space, to identify owner or renter occupancy, principal or second home occupancy, residents under 16 years of age, residents 60 years of age or over, and the number of residents who are handicapped.
8. The name and mailing address of each mobilehome resident and each non-resident mobilehome owner.
9. A list of known available spaces in the South Bay-Long Beach area of Los Angeles County, the Orange County area and other areas of Los Angeles County within a 50 mile radius from the park, including any written commitments from mobilehome parks and trailer park owners willing to accept displaced residents, the comparability of such parks and the rental rates for such spaces.
  - a. If comparable spaces are not available for the mobilehomes of the residents within the above described areas, the RIR shall contain information on the location and rental rates of available spaces in other areas, if any, within a reasonable distance from the mobilehome park, the purchase price of comparable mobilehomes in place in a comparable park within a reasonable distance, the purchase and installation cost of a new mobilehome if spaces are available for new mobilehomes in a comparable park within a reasonable distance, the rental rates in such parks.
  - b. If comparable spaces are not available within a reasonable distance, the purchase price of condominiums similar in size to the mobilehomes within a reasonable distance, and the rental rates and moving costs involved in moving to an apartment or other rental unit within a reasonable distance.
10. Estimates from two (2) moving companies as to the minimum and per mile cost of moving mobilehomes of various sizes, including tear-down and setup of mobilehomes and moving of improvements such as porches, carports, patios, and other moveable amenities installed by the residents. Said moving companies shall be approved by the Director of Community Development (hereinafter "Director") prior to inclusion with the RIR.

11. Proposed measures to mitigate the adverse impacts of the conversion upon the park residents.
12. The City may require that the applicant hire a relocation specialist to find alternate housing. The specialist shall be selected by the applicant, subject to the City's approval, and shall be paid for by the applicant.
13. Information whether residents have been offered the option of a long-term lease of the land and purchase of the improvements if the park is to be sold.

#### D. Hearing and Notice

Upon filing of an RIR, The Director shall examine the same and advise the applicant within 30 days after receipt thereof whether it is complete. When a complete RIR has been filed it shall be accepted by the Director, and the Director shall set a time, date and place for review of the RIR by the Commission not later than 45 days after the date of acceptance. The Director shall mail a copy of the RIR to all residents of the mobilehome park or trailer park and any non-resident owners of mobilehomes in the park and shall give notice by certified mail or personal delivery to the applicant, the residents, and any non-resident owners of mobilehomes in the park of the date, time and place of the hearing at least 30 days prior thereto. The RIR sent to each resident and non-resident mobilehome owner shall not include the resident questionnaire, however it shall include the individual appraisal of that resident's mobilehome. The notice shall also contain a general explanation of the matters to be considered by the Commission. The Director may give such additional notice as the Commission deems necessary or desirable. The hearing shall be conducted and the decision made in accordance with Sections 9173.23, 9173.31, 9173.32 and 9173.33 of this Chapter.

#### E. Commission Findings and Decision

Upon review of the RIR and consideration of the written and oral evidence received at the hearing, the Commission shall, by resolution, render its decision. The Commission shall approve the RIR if it is able to make an affirmative finding that reasonable measures have been provided in an effort to mitigate the adverse impact of the conversion on the ability of the park residents to be displaced to find alternative housing. If the Commission does not make this finding and is unable to impose reasonable measures to mitigate the adverse impact, the Commission may disapprove the RIR. No other permit or approval shall be granted in furtherance of the proposed conversion and no change of use shall occur until and unless an RIR has been approved.

In approving an RIR, the Commission may impose reasonable measures not exceeding the reasonable costs of relocation to mitigate adverse impacts created by the conversion, which may include, but not be limited to, any of the following:

1. Provision for payment of the cost of physically moving the mobilehome to a new site, including tear-down and setup of mobilehomes, including, but not limited to, movable improvements such as patios, carports and porches.
2. Payment of a lump sum to compensate for payment of the first and last month's rent and any security deposit at the new mobilehome park.
3. Payment of a lump sum to compensate for any differential between rental rates at the closing mobilehome park and the new mobilehome park during the first year of the new tenancy.
4. For those mobilehome residents who move to apartments or other rental housing alternatives, provision for the first and last month's rent, plus security deposit, cleaning fees, not to exceed the Fair Market Rents for new construction and substantial rehabilitation for the Los Angeles area as established by the U.S.



Department of Housing and Urban Development. Mobilehome households may be compensated based on the number of bedrooms in the mobilehome so that a one bedroom mobilehome may be compensated based on a one bedroom apartment, a two bedroom mobilehome based on a two bedroom apartment, etc.

5. For those mobilehome residents who move to apartments or other rental housing alternatives, a lump sum payment to compensate for any differential between rental rates at the closing mobilehome park and the rental housing alternative during the first year of the tenancy. Mobilehome households may be compensated based on the Fair Market Rents for new construction and substantial rehabilitation for the Los Angeles area as established by the U.S. Department of Housing and Urban Development. Mobilehome households may be compensated based on the number of bedrooms in the mobilehome so that a one bedroom mobilehome may be compensated based on a one bedroom apartment, a two bedroom mobilehome based on a two bedroom apartment, etc.
6. Provision of a replacement space within a reasonable distance of the mobilehome park or trailer park.
7. A requirement that a resident whose mobilehome cannot be relocated within a reasonable distance to a comparable park be compensated by a lump sum payment based upon consideration of the fair market value of the mobilehome on-site, including resident improvements (i.e., landscaping, porches, carports, etc.), any mortgage obligations of the resident on the mobilehome, and the costs of purchasing a mobilehome on-site in a comparable park or acquiring other comparable replacement housing.
8. A provision for setting aside a certain number of units for the residents of the park if the park is to be converted to another residential use.

The total of the mitigation measures required shall be subject to and shall not exceed the limitation in Government Code Section 65863.7 which provides: 'the steps taken to mitigate shall not exceed the reasonable costs of relocation.'

#### **F. Effective Date of Appeal**

The decision of the Planning Commission shall become effective and final 15 days after the date of its action unless an appeal is filed in accordance with Section 9173.4. An appeal shall be considered by the Council as provided in Section 9173.4.

#### **G. Subsequent Modification of Mitigation Measures**

1. After an RIR has been approved, modification of the mitigation measures imposed, including additions or deletions, may be considered upon filing of a written application by the applicant, or his authorized representative. A modification of the RIR may be granted upon a finding that the approved RIR or a change of circumstances has created a substantial hardship for the applicant and that any such modification will not unreasonably prejudice the interests of the residents.
2. After an RIR has been approved, modification of the mitigation measures imposed may be considered by the City on the grounds that there has been a change in circumstances, or information not known or considered at the time of the hearing on the RIR has become available. Examples of such new information or changed circumstances include, but are not limited to, revised plans by the applicant and a change in the availability of relocation spaces.
3. Any application for modification shall be subject to the notice and hearing procedures set forth in Section 9123.21(D). The decision and any appeal in connection with a modification request shall take place as with the initial approval.



## **H. Performance of Mitigation Measures**

All mitigation measures imposed in the approval of an RIR shall be fully performed as to each resident prior to that resident's required vacation of the mobilehome park or trailer park, unless otherwise provided in the mitigation measure. No resident shall be required to vacate a mobilehome/trailer space unless the applicant is in full compliance with all mitigation measures imposed pertaining to such resident, and has otherwise fulfilled the notice requirements of the California Mobilehome Residency Law relating to "Termination of Tenancy" and the notice required in Chapter 7, Sections 4700 through 4709, of the Municipal Code.

## **I. Expiration, Extension and Revocation of RIR**

1. **Expiration.** An RIR shall become automatically null and void if the conversion of the mobilehome park has not occurred within eighteen (18) months of its effective date unless extended as provided in paragraph 2 of this Subsection or unless otherwise provided in the RIR or the resolution of approval of the RIR.
2. **Extension.** Upon application by the applicant filed with the Director on or before the date of expiration of the RIR, an RIR may be extended by the Commission, or the Council on appeal, if the Commission finds that the termination of the RIR would constitute an undue hardship to the applicant and that the continuation of the RIR would not be detrimental or have any further adverse impact on the residents in the park. An application for an extension shall be subject to the hearing and notice procedures set forth in Section 9123.21 (D). In approving an extension, the Commission may subject the RIR to any additional mitigation measures deemed necessary to mitigate any adverse impacts resulting from the extension. Multiple extensions may be granted, but no one extension shall be issued for more than eighteen (18) months.
2. **Revocation.** Proceedings for the revocation of an RIR may be initiated by the Council, the Commission or the Director. Upon initiation of a revocation, the Commission shall conduct a hearing with notice given in the same manner set forth in Section 9123.21(D), except that notice to the applicant shall be by certified mail or personal service. After the hearing, the Commission may, by resolution, revoke the RIR if any of the following findings are made:
  - a. Approval was obtained by fraud, deceit or misrepresentation.
  - b. The applicant is not or has not been in compliance with the mitigation measures contained in the RIR or with the provisions of this Section.
  - c. A revocation shall be effective fifteen (15) days after the date of the action by the Commission unless an appeal is filed in accordance with Section 9173.4. An appeal shall be considered by the Council as provided in Section 9173.4.
  - d. Upon revocation, the applicant shall not be entitled to convert or change the use of the park until such time as a new RIR is filed and accepted as complete by the Director, a new written notice of change of use is given to park residents and a new RIR is approved by the Commission.

## **J. Severability**

If any section, subsection, sentence, clause, phrase or portion of Sections 9123.21 A through I is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions. The City Council hereby declares that it would have adopted said sections and each subsection, sentence, clause, phrase or portion thereof irrespective of the fact that any one or more of said sections, subsections, sentences, clauses, phrases or portions be declared invalid or unconstitutional.



## APPENDIX E



## APPENDIX E

DEMOGRAPHIC TRENDS: 1980-89-94  
HERMOSA BEACH, CA  
PLACE 6 (CA) 1250

URBAN DECISION SYSTEMS, INC.  
08/02/89

	1980 Census		1989 Est.		1994 Proj.	
POPULATION	18070		21040		22710	
In Group Quarters	46		53		55	
HOUSEHOLDS	9134	%	9389	%	9432	%
1 Person	3596	39.4	3741	39.8	3757	39.8
2 Person	3480	38.1	3373	35.9	3319	35.2
3-4 Person	1787	19.6	1953	20.8	2021	21.4
5+ Person	271	3.0	322	3.4	335	3.5
Avg Hshld Size	1.97		2.24		2.40	
FAMILIES	3593		3107		2762	
	%		%		%	
RACE: White	17230	95.4	19452	92.5	20748	91.4
Black	200	1.1	397	1.9	470	2.1
Amer. Indian	130	0.7	243	1.2	304	1.3
Asian/Pacific Islndr	411	2.3	766	3.6	960	4.2
Other*	98	0.5	182	0.9	228	1.0
SPANISH/HISPANIC	1122	6.2	2402	11.4	3348	14.7
AGE:	%		%		%	
0 - 5	640	3.5	585	2.8	562	2.5
6 - 13	1036	5.7	1003	4.8	1217	5.4
14 - 17	727	4.0	604	2.9	646	2.8
18 - 20	790	4.4	629	3.0	635	2.8
21 - 24	2406	13.3	2119	10.1	1993	8.8
25 - 34	6278	34.7	8389	39.9	8464	37.3
35 - 44	2577	14.3	4276	20.3	5322	23.4
45 - 54	1451	8.0	1477	7.0	1809	8.0
55 - 64	1088	6.0	879	4.2	859	3.8
65 +	1077	6.0	1079	5.1	1201	5.3
Median Age	29.9		31.7		32.4	
MALES	9698	%	11554	%	12560	%
0 - 20	1672	17.2	1526	13.2	1697	13.5
21 - 44	6293	64.9	8249	71.4	8777	69.9
45 - 64	1349	13.9	1353	11.7	1578	12.6
65 +	384	4.0	426	3.7	508	4.0
FEMALES	8372	%	9486	%	10150	%
0 - 20	1521	18.2	1295	13.7	1364	13.4
21 - 44	4968	59.3	6535	68.9	7003	69.0
45 - 64	1190	14.2	1003	10.6	1090	10.7
65 +	693	8.3	653	6.9	693	6.8
HOUSING UNITS	9633	%				
Owner-Occupied	3245	33.7	3082		2951	
Renter-Occupied	5889	61.1	6307		6481	

\*1980 other race modified to current Census Bureau definition

Source: 1980 Census, Jan. 1, 1989 UDS Estimates

(DTA)

Urban Decision Systems/PO Box 25953, Los Angeles, CA 90025/(213) 820-8931

INCOME: 1980-89-94  
HERMOSA BEACH, CA  
PLACE 6 (CA) 1250

URBAN DECISION SYSTEMS, INC.  
08/02/89

	1980 Census		1989 Est.		1994 Proj.	
POPULATION	18070		21040		22710	
In Group Quarters	46		53		55	
PER CAPITA INCOME	\$ 13386		\$ 20947		\$ 25066	
AGGREGATE INCOME (\$Mil)	241.9		440.7		569.2	
HOUSEHOLDS	9134	%	9389	%	9432	%
By Income						
Less than \$ 5,000	585	6.4	532	5.7	381	4.0
\$ 5,000 - \$ 9,999	858	9.4	722	7.7	675	7.2
\$ 10,000 - \$ 14,999	1286	14.1	816	8.7	972	10.3
\$ 15,000 - \$ 19,999	1232	13.5	779	8.3	658	7.0
\$ 20,000 - \$ 24,999	1233	13.5	792	8.4	659	7.0
\$ 25,000 - \$ 29,999	1036	11.3	774	8.2	653	6.9
\$ 30,000 - \$ 34,999	751	8.2	594	6.3	610	6.5
\$ 35,000 - \$ 39,999	539	5.9	588	6.3	548	5.8
\$ 40,000 - \$ 49,999	832	9.1	1127	12.0	873	9.3
\$ 50,000 - \$ 59,999	323	3.5	746	7.9	837	8.9
\$ 60,000 - \$ 74,999	218	2.4	755	8.0	858	9.1
\$ 75,000 - \$ 99,999	134	1.5	682	7.3	812	8.6
\$100,000 +	107	1.2	483	5.1	896	9.5
Median Household Income	\$ 22436		\$ 32359		\$ 35988	
Average Household Income	\$ 26431		\$ 46941		\$ 60352	
FAMILIES	3593	%	3107	%	2762	%
By Income						
Less than \$ 5,000	94	2.6	43	1.4	25	0.9
\$ 5,000 - \$ 9,999	241	6.7	79	2.5	45	1.6
\$ 10,000 - \$ 14,999	356	9.9	125	4.0	78	2.8
\$ 15,000 - \$ 19,999	368	10.3	167	5.4	85	3.1
\$ 20,000 - \$ 24,999	556	15.5	177	5.7	121	4.4
\$ 25,000 - \$ 29,999	394	11.0	214	6.9	119	4.3
\$ 30,000 - \$ 34,999	353	9.8	132	4.2	136	4.9
\$ 35,000 - \$ 39,999	252	7.0	194	6.2	129	4.7
\$ 40,000 - \$ 49,999	551	15.3	450	14.5	220	8.0
\$ 50,000 - \$ 59,999	196	5.5	356	11.5	347	12.6
\$ 60,000 - \$ 74,999	122	3.4	395	12.7	388	14.0
\$ 75,000 - \$ 99,999	68	1.9	478	15.4	443	16.0
\$100,000 +	41	1.1	300	9.6	624	22.6
Median Family Income	\$ 27269		\$ 49435		\$ 62868	
Average Family Income	\$ 31625		\$ 71223		\$ 112430	

Source: 1980 Census, Jan. 1, 1989 UDS Estimates

(INFX)

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## BENCHMARK: POPULATION PROFILE

URBAN DECISION SYSTEMS, INC.

08/02/89

Page 1

		TR (6 37) 6210.01	TR (6 37) 6210.02	TR (6 37) 6211.00
POPULATION	1994 Projection	4312	7287	11111
	1989 Estimate	4137	6796	10107
	1980 Census	3779	5912	8379
	1970 Census	3387	6202	7823
	% 80-89 Change	9.5%	15.0%	20.6%
	% 70-80 Change	11.6%	-4.6%	7.1%
	In Group Qtrs 1989	0.0%	0.0%	0.5%
HOUSEHOLDS	1994 Projection	1714	3038	4680
	1989 Estimate	1762	3043	4584
	1980 Census	1814	2994	4326
	1970 Census	1357	2802	3346
	% 80-89 Change	-2.8%	1.6%	6.0%
	% 70-80 Change	33.7%	6.9%	29.3%
RACE 1989	White	91.6%	94.2%	91.6%
	Black	1.9%	1.0%	2.5%
	Amer. Indian	0.8%	1.1%	1.4%
	Asian/Pacific Islndr	5.0%	3.0%	3.5%
	Other	0.8%	0.7%	1.0%
SPANISH ORIGIN 1989		10.6%	12.1%	11.3%
SEX & MARITAL STATUS 1980	Males	51.5%	52.9%	55.2%
	Single	42.5%	49.1%	52.2%
	Females	48.5%	47.1%	44.8%
	Single	32.3%	36.8%	39.3%
AGE 1989	0 - 5	3.3%	2.9%	2.5%
	6 - 13	4.9%	5.6%	4.2%
	14 - 17	3.4%	3.3%	2.3%
	18 - 20	2.7%	2.6%	3.4%
	21 - 24	8.3%	7.3%	12.7%
	25 - 34	34.5%	38.4%	43.1%
	35 - 44	21.5%	23.6%	17.6%
	45 - 54	8.8%	7.8%	5.8%
	55 - 64	5.2%	3.4%	4.2%
	65+	7.4%	5.1%	4.2%
	Median Age, Total	33.0	32.4	30.8
	Median Age, Males	32.2	32.5	30.6
	Median Age, Females	33.3	31.3	30.3
HOUSEHOLD SIZE 1989	1-Person	35.8%	41.4%	40.4%
	2-Person	37.4%	33.7%	36.8%
	3-4 Person	22.6%	21.4%	19.7%
	5+ Person	4.2%	3.5%	3.1%

Source: 1970, 1980 Censuses, Jan. 1, 1989 UDS Estimates (XP3)

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## BENCHMARK: POPULATION PROFILE

URBAN DECISION SYSTEMS, INC.

08/02/89

Page 2

		TR (6 37) 6210.01	TR (6 37) 6210.02	TR (6 37) 6211.00
AGGREGATE INCOME 1989	Total (\$Mil) Per Capita	87.4 \$ 21116	152.6 \$ 22459	200.7 \$ 19862
HOUSEHOLD INCOME 1989	\$ 0- 4,999	5.2%	6.1%	5.6%
	\$ 5,000- 9,999	5.6%	7.5%	8.6%
	\$ 10,000-14,999	8.2%	8.4%	9.1%
	\$ 15,000-19,999	7.8%	7.8%	8.8%
	\$ 20,000-24,999	6.2%	8.6%	9.2%
	\$ 25,000-29,999	7.4%	7.6%	9.0%
	\$ 30,000-34,999	6.4%	6.2%	6.4%
	\$ 35,000-39,999	7.0%	6.1%	6.1%
	\$ 40,000-49,999	14.2%	10.8%	11.9%
	\$ 50,000-74,999	17.1%	16.7%	15.1%
	\$ 75,000+	14.8%	14.2%	10.3%
	Median HH Income	\$ 37240	\$ 33233	\$ 29880
	Avg HH Income	\$ 49577	\$ 50158	\$ 43793
AVERAGE HOUSEHOLD SIZE 1989		2.35	2.23	2.19
NONFAMILY HOUSEHOLDS 1989		59.4%	65.5%	70.7%
FAMILIES 1980		854	1169	1570
	With Children	39.8%	44.8%	39.6%
	Married Couples	78.3%	72.3%	71.8%
	Married With Children	36.5%	40.7%	32.7%
FAMILIES 1989		715	1051	1341
AVERAGE FAMILY SIZE 1989		3.63	3.75	3.78
FAMILY INCOME 1989	\$ 0- 4,999	2.0%	0.8%	1.6%
	\$ 5,000- 9,999	2.0%	2.0%	3.3%
	\$ 10,000-14,999	2.8%	5.2%	3.7%
	\$ 15,000-19,999	4.9%	4.5%	6.3%
	\$ 20,000-24,999	3.4%	5.5%	7.1%
	\$ 25,000-29,999	4.2%	5.1%	9.7%
	\$ 30,000-34,999	4.6%	3.8%	4.4%
	\$ 35,000-39,999	8.7%	4.5%	6.3%
	\$ 40,000-49,999	16.1%	13.0%	14.8%
	\$ 50,000-74,999	24.3%	27.8%	21.2%
	\$ 75,000+	27.2%	27.8%	21.7%
	Median Fam Income	\$ 51580	\$ 55077	\$ 45176
	Avg Fam Income	\$ 70388	\$ 76473	\$ 67555
VEHICLES AVAILABLE 1989	No Vehicles	4.7%	5.3%	5.5%
	1 Vehicle	41.7%	42.5%	43.8%
	2+ Vehicles	53.6%	52.2%	50.8%
	Total Autos	2971	5092	7467
	Avg Vehicles/Hshld	1.69	1.67	1.63

Source: 1970, 1980 Censuses, Jan. 1, 1989 UDS Estimates

(XP3)

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## BENCHMARK: POPULATION PROFILE

URBAN DECISION SYSTEMS, INC.

08/02/89

Page 3

		TR (6 37) 6210.01	TR (6 37) 6210.02	TR (6 37) 6211.00
LABOR FORCE	Males 16+	1412	2480	3712
	In Labor Force	85.0%	89.4%	89.5%
	Females 16+	1151	1710	2525
	In Labor Force	70.7%	70.6%	74.9%
	Unemployed	4.7%	3.4%	4.6%
OCCUPATION	Managerial/Executive	15.8%	17.4%	14.8%
	Professional	22.2%	21.8%	17.7%
	Technical	8.3%	4.3%	4.7%
	Clerical	19.0%	16.9%	18.4%
	Sales	11.6%	12.1%	13.3%
	White Collar	76.9%	72.6%	68.9%
	Craftsmen	10.2%	10.5%	12.9%
	Operatives	3.4%	4.1%	4.3%
	Services	7.7%	11.0%	10.6%
	Laborers	1.6%	1.6%	2.8%
	Farm Workers	0.3%	0.3%	0.5%
	Blue Collar	23.1%	27.4%	31.1%
SCHOOLING	Population 25+	2687	4153	5631
	High School Only	25.1%	24.7%	24.5%
	College 1-3 Years	30.7%	31.6%	33.0%
	College 4+ Years	34.6%	39.1%	32.5%
MEDIAN SCHOOL YEARS		14.49	14.96	14.41
HOUSING UNITS	Total Units	1892	3181	4560
	Owner-Occupied	46.0%	35.1%	27.6%
	Renter-Occupied	49.8%	59.0%	67.3%
	Vacant/Year-Round	3.9%	5.5%	5.0%
	Vacant Seasonal	0.2%	0.4%	0.2%
	Condominiums	146	39	139
	Mobile Homes	0	53	20
	Stability (5-Yr)	35.3%	39.4%	26.3%
	Turnover (1-Yr)	11.9%	7.5%	14.1%
MEDIAN VALUE		\$ 142140	\$ 182083	\$ 132701
MEDIAN RENT		\$ 382	\$ 379	\$ 377
UNITS PER STRUCTURE	1 Unit	56.9%	54.1%	43.7%
	2 Units	6.9%	20.5%	14.1%
	3-4 Units	2.9%	8.3%	12.5%
	5+ Units	33.3%	17.0%	29.7%
UNITS BY YEAR BUILT	1975-80	5.2%	3.7%	6.5%
	1970-74	20.0%	6.7%	16.6%
	1960-69	24.3%	15.7%	20.8%
	1950-59	26.5%	21.6%	21.7%
	<----49	24.0%	52.4%	34.4%

Source: 1970, 1980 Censuses, Jan. 1, 1989 UDS Estimates

(XP3)

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## APPENDIX F





## ARGUMENT IN FAVOR OF PROPOSITION Q

In February of 1986, the City Council adopted an ordinance which reduced the total number of units that could be built in Hermosa by approximately 4,000 dwellings. This was done by raising the minimum lot area required for multiple dwellings in the R-2, R-2B, R-3 and R-P zones. Former City Councilmembers George Barks, Gary Brutsch, John Cioffi and Tony DeBellis voted in favor of adopting this ordinance.

The present City Council is asking that you support this ballot proposition which will ensure that residential density could only be increased by a majority vote of the electorate.

The amendments to our General Plan and Zoning Ordinance reduce residential density, traffic and congestion. Property values will be increased for all properties because the quality-of-life and image of our city will be improved. Property owners who already have multiple units will be encouraged to maintain their properties better since most of them would be prevented from building the same number of units they presently have. Approval of this ordinance does not prohibit citizen access to the variance procedure for projects that do not affect residential density.

It is time to take positive action to reduce residential density in Hermosa Beach. Vote YES.

TONY DE BELLIS, Mayor  
City of Hermosa Beach

JOHN CIOFFI, Mayor Pro Tem  
City of Hermosa Beach

JIM ROSENBERGER, Councilmember  
City of Hermosa Beach

ETTA SIMPSON, Councilmember  
City of Hermosa Beach

JUNE WILLIAMS, Councilmember  
City of Hermosa Beach

NO ARGUMENT AGAINST PROPOSITION Q WAS SUBMITTED

## PROPOSED ORDINANCE NO. 86-846 - PROPOSITION Q

AN ORDINANCE OF THE CITY OF HERMOSA BEACH SUBMITTED TO THE VOTERS BY THE CITY COUNCIL REQUIRING THAT REDUCTIONS IN THE MINIMUM LOT AREA REQUIRED PER DWELLING UNIT IN ALL RESIDENTIAL ZONES SHALL BE APPROVED BY THE ELECTORATE OF THE CITY OF HERMOSA BEACH.

The people of the City of Hermosa Beach do ordain as follows:

SECTION 1. Any proposed reduction in the minimum lot area required per dwelling unit in all residential zones as stated in Section 2 of this ordinance shall be prohibited without prior approval by the electorate of the City of Hermosa Beach.

SECTION 2. The following standards of minimum lot area per dwelling unit are required in each residential zone:

R-1 One-Family Residential Zone . . . . . 4000 Square Feet per Unit

R-2 Two-Family Residential Zone . . . . . 1750 Square Feet per Unit

R-2B Limited Multiple Family Residence Zone . 1750 Square Feet per Unit

R-3 Multiple Family Residential Zone . . . . . 1320 Square Feet per Unit

R-P Residential Professional Zone . . . . . 1320 Square Feet per Unit

SECTION 3. This ordinance does not preclude normal zone variance procedures.

SECTION 4. If any section or portion of this initiative ordinance is declared invalid by a court of proper jurisdiction, the remaining sections or portions are to be considered valid.

SECTION 5. There shall be no modification, amendment, or repeal of any provision herein except by a vote of the people.

APPROVED AS TO FORM:

JAMES P. LOUGH  
CITY ATTORNEY

APPENDIX F

## **CITY ATTORNEY'S IMPARTIAL ANALYSIS OF PROPOSITION Q**

This initiative ordinance, No. 86-846, if enacted, is intended to freeze the minimum lot area required per dwelling unit in every residential zone at current levels. This would mean that neither the City Council nor the Planning Commission could reduce the minimum residential lot size within the boundaries of the City of Hermosa Beach. Any change to decrease the minimum lot size in a residential zone would have to be approved by a vote of the people.

This proposed change only freezes the density requirements found in all residential zones. It does not alter or change any zoning boundary or other text requirement found under the Hermosa Beach Zoning Code other than minimum lot size in residential zones. The proposed measure also does not prevent a person from placing or having a single dwelling unit on any legal lot within a residential zone, even if that lot does not meet the minimum lot size required for the particular zone in question. Under the Hermosa Beach Zoning Code, a "lot" is a parcel of real property originally approved by the City of Hermosa Beach or recorded with the County Recorder as part of an approved subdivision.

If this measure is adopted by the voters, it will not change the General Plan designations or minimum density requirements under the Hermosa Beach General Plan. This initiative ordinance may only be amended or repealed by the People of Hermosa Beach or by an order of a competent court of law. If a court were to strike down a part of this initiative as being invalid or unconstitutional, the remaining parts would still be valid.

Respectfully submitted,

By

JAMES P. LOUGH  
CITY ATTORNEY  
CITY OF HERMOSA BEACH

## APPENDIX G



## APPENDIX G

### HOUSING QUOTA APPEAL

#### Vacancy rate:

The different documents from SCAG (RHNA and the revisions) explain that SCAG has used readily available figures to make the determinations for Fair Share housing. For the vacancy rates SCAG used State of California, Department of Finance published figures (see RHNA, page A-8, SCAG Data Source).

However, the figures in Table 29A, page F-30, revised RHNA, show an actual vacancy rate for the City of 1.60%, which is quoted in the draft revision. The Table also shows that the rate translates into an allocation of 104 housing units by 1994 to increase the vacancy to a number considered to be optimum for availability of housing. The vacancy rate from the Department of Finance for the same period was published at 4.34%, according to several different newsletters and bulletins.

The vacancy adjustment is added to the base allocation to arrive at the total figure of 513 units to be built by 1994, according to SCAG's distribution. The total is then distributed further among the four income groups as shown in Appendix C.

The vacancy rates are discussed in the draft revision and the lowering of the assigned allocation from SCAG is as proposed in the quantified objectives section. It would seem reasonable to lower the allocation by the 104 units based on the following:

- a) the data source (Dept. of Finance is the same)
- b) SCAG figure disagrees with DOF figures
- c) SCAG recognition of DOF as a data source.

It may also be possible to logically make an adjustment that will result in a negative factor in the allocations, as in the case of Pomona, Palmdale, and Agoura Hills. This adjustment would still be directed toward achieving the ideal vacancy rate of 3.55%, down .89% from the 4.34%. Instead of providing more units, the Fair Share would be reduced so that existing units would fill up and lower the current vacancy.

#### Current Density levels:

In the draft revision, density is discussed in relation to the infrastructure, compared to other cities in the South Bay region, and documented concerning recent actions. One missing set of calculations is the average density in the City on a per acre determination with only residential land used to arrive at the final figures.



The existing acreage for residential purposes totals 433 acres in Hermosa Beach. Existing units total 10,129. Dividing the units by the acres the average density of the City is 23.4 units per acre. (This piece of information will be added just after Table IX in the Housing Standards section).

It is difficult to directly correlate existing or desired density with the Fair Share allocations. As the past few years prove, the number of units may be built that fill the SCAG allocation and density can be lowered at the same time. It has been pointed out, however, that this condition is only temporary and, in fact, the City is quickly approaching a point where new housing will only be replacing the same number of units.

How soon that will occur is speculation dependent upon market conditions in the near future. Even so, average number of units provided per year can be expected to decrease as replacement approaches. Numerical reductions in the Fair Share allocations may depend upon actual figures from the next two years for added housing units and past trends to indicate a reasonable reduction. The years 1988 and 1989, for example, only provided 30 added and 28 added units, respectively.

#### Infrastructure:

Like density, the problem of adequate public services and continued provision of those services does not translate very well when attempting to analyze Fair Share allocations. The local situation does exist so that care must be taken to review development proposals in light of insuring delivery of public services. No new dwelling should be granted if it is determined that there is a lack of capacity in regard to any public facility.

#### Jobs/Housing Balance:

Since the figures were assembled for the computation of the Jobs/Housing ratios there have been substantial changes in the regional market for the outlook of new jobs in the next five years. The greatest impact has been in the aerospace industry where 20,000 plus jobs have been eliminated in recent months. The outlook is for additional jobs reductions and possible reductions in the military presence in the region.

As a result, the pressures to produce new housing units have been lessened for the immediate future. Planning for the near future would mean through 1994 that added units would not be encouraged. The discussion in the draft revision centered on the fact that the regional needs of housing directly conflict with the local needs for jobs creation.

#### **CONCLUSION:**

The expected number of units to be added to the housing stock by the end of 1994 will be substantially less than the projected numbers from SCAG. While some of the issues are difficult to



transfer into quantifiable objectives, the building of actual units for the past three years does not indicate that past annual averages will continue. The decrease in added units reflects how the building of new units has been directly affected by local conditions.

Until additional reasons can be developed and background information assembled, consideration might be given to lowering the quantified objectives by 104 to 409, on the basis of excessive vacancy. Affordable housing amounts could be reduced on a ratio basis from 158 to 127.

It would also be appropriate that the SCAG allocation be lowered to reflect current regional trends in employment and local conditions. As was already noted, employment and jobs creation have suffered recently from substantial layoffs in aerospace and the yet to be determined military role in the region.

Using, again, the excessive vacancy rate as a leading factor and major indicator of demand for new housing, coupled with diminished jobs creation, and the number of new units actually built over the last two years, the projected need for new housing units is less than SCAG's estimates and allows for reducing the anticipated need. This reduction would lower the allocation to an estimated 150 total added units for 1989-1994 and the number of affordable housing units to 45, and also includes a provision that a lower allocation be considered if public facilities are unable to handle the load.



## APPENDIX H



## DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

## HOUSING POLICY DEVELOPMENT DIVISION

1800 THIRD STREET, ROOM 430

P. O. BOX 952053

SACRAMENTO, CA 94252-2053

(916) 323-3176

RECEIVED

SEP 01 1990



August 31 , 1990

Kevin Northcraft  
City Manager  
Civic Center  
1315 Valley Drive  
Hermosa Beach, CA  
90254-3385

Re: Review of the Hermosa Beach Draft Housing Element

Dear Mr. Northcraft:

Thank you for submitting the Hermosa Beach draft housing element, received July 19, 1990, for our review. As you know, we are required to review draft housing elements and report our findings to the locality under Government Code Section 65585(b).

Identified concerns were reviewed in a telephone conversation on August 29, with Benjamin Inman, the City's Senior Planner. This letter and appendix summarize the conclusions of that conversation.

The draft element contains good objectives for addressing the identified housing needs and provides much useful information about the City. However, there are a number of areas which, in our opinion, require revision to bring the element into compliance with State housing element law (Article 10.6 of the Government Code).

In particular, the element should identify adequate sites to accommodate Hermosa Beach's share of the regional need for housing for lower-income households, and should include additional programs to assist in the development of low- and moderate-income housing.

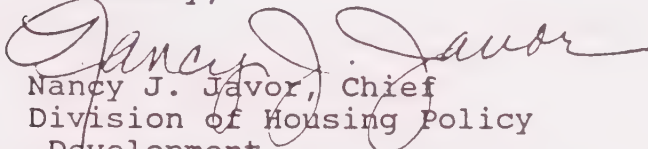
As you know, legislation adopted in 1989 requires additional housing element analysis by January 1, 1992, regarding assisted housing developments that are eligible to change to non-low-income use during the next ten years. A description of this legislation, Chapter 1451, and other recent changes to housing element law, is attached for your information. The City may wish to address this requirement now to avoid having to amend the element again by January 1, 1992. The Department of Housing and Community Development (HCD) is developing a technical assistance document to assist localities in meeting this new requirement.

Mr. Kevin Northcraft  
Page Two

We hope our comments are helpful to the City. We appreciate the cooperation of Mr. Inman during the course of our review. If you have any questions about our comments or would like assistance in the revision of your housing element, please contact Maggie Coulter of our staff at (916) 323-4475.

In accordance with their requests pursuant to the Public Information Act, we are forwarding copies of this letter to the persons and organizations listed below.

Sincerely,

  
Nancy J. Javor, Chief  
Division of Housing Policy  
Development

NJJ:MC:mc

Attachments

cc: Benjamin Inman, Senior Planner, City of Hermosa Beach  
Carlyle W. Hall, Jr., Hall and Phillips  
Western Center for Law and Poverty, Inc.  
Fair Housing Council of the San Fernando Valley  
Jonathan Lehrer-Graiwer, Attorney at Law  
Dennis Rockway, Legal Aid Foundation of Long Beach  
Ana Marie Whitaker, Calif. State Poly-Tech University, Pomona  
Mark Johnson, Legal Aid Foundation of Los Angeles  
Joe Carreras, Southern California Association of Governments  
Kathleen Mikkelsen, Deputy Attorney General  
Bob Cervantes, Governor's Office of Planning and Research  
Richard Lyon, California Building Industry Association  
Kerry Harrington Morrison, California Association of Realtors  
Marc Brown, California Rural Legal Assistance Foundation  
Christine D. Reed, Orange County Building Industry Association



## City of Hermosa Beach Housing Element

The following changes would, in our opinion, bring Hermosa Beach's housing element into compliance with Article 10.6 of the Government Code. At the beginning of each comment, the applicable section of the Government Code is cited. Where particular program examples or data sources are listed, these are suggestions for your information only. We recognize that the City may choose other means of complying with the law.

### A. Housing Element Review and Revision

Review the previous element to evaluate effectiveness of the element, progress in implementation and appropriateness of goals, and reflect the results of this review in the revised element (Section 65588(a) and (b)).

1. "Effectiveness of the element" (Section 65588 (a)(2)): A description of the actual results of the earlier element's goals, objectives, policies, and programs. The results should be quantified where possible (e.g., the number of units actually constructed under a specified program) but may be qualitative where necessary (e.g., mitigation of governmental constraints).

Include a review of all programs from the previous element. For example, the 1984 element included three components of the Housing Improvement Incentives program yet these were not reviewed.

2. "Progress in Implementation" (Section 65588(a)(3)): An analysis of the significant differences between what was projected or planned in the earlier element and what was achieved.

Include more detailed analyses of previously proposed programs, especially programs that were not as successful as planned. For example, the problems associated with the program to retain affordable units in condominium conversions should be analyzed.

3. "Appropriateness of goals, objectives and policies" (Section 65588(a)(1)): A description of how the goals, objectives, policies, and programs of the updated element incorporate what has been learned from the results of the prior element.

The element describes suggested changes to some of the programs but it does not appear that any of these recommendations have been implemented.

## B. Housing Needs, Resources, and Constraints

1. Analyze population and employment trends and quantify existing and projected housing needs for all income levels (Section 65583(a)(1)).

If the additional service industry jobs, noted on page 32, were not taken into consideration when the Southern California Association of Governments (SCAG) developed its regional share allocation, the City may wish to plan for additional growth through its quantified objectives and/or programs.

2. Analyze and document household characteristics including overcrowding and housing stock condition (Section 65583(a)(2)). We have included information from the 1980 Census which can be used in the analysis of overcrowding. Several sources are available to determine the number of substandard units in need of repair and in need of replacement. These sources include: a recent (within last 5 years) windshield survey or sampling; estimates by the local building department, knowledgeable builders, nonprofit housing organizations or redevelopment agencies; updated figures from a HUD Housing Assistance Plan; or estimates derived from census data such as percentage of units built before 1940, which can serve as an estimate of maximum rehabilitation need.
3. Expand the inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and analysis of the relationship of zoning and public facilities and services to these sites (Section 65583 (a)(3)).

Clarify the development potential of the two remaining large sites: 1) under the general plan; 2) as currently rezoned or planned for rezoning; and 3) based on typical development patterns. Clarify whether services and facilities will be provided to these sites.

Include the development potential of the vacant scattered sites, both in terms of allowable densities and actually developed densities. The element indicates that there may be scattered sites (page 54) that can be assembled for larger development but does not identify these sites or quantify the potential development.

If the land inventory does not demonstrate adequate sites to accommodate the regional housing need, the element could also identify land not currently zoned, but suitable for residential use (provided that the element include a program to rezone such sites within the

planning period). This could include publicly-owned surplus land, aging nonresidential uses that may be suitable for recycling to residential use, and areas with mixed-use potential. Given the apparent lack of land, the City may want to reconsider the use of the noted surplus school sites for housing.

4. Expand the analysis of the City's land use controls, building codes and their enforcement, site improvements and processing and permit procedures as potential and actual government constraints to the maintenance, improvement and development of housing, (Section 65583(a)(4)). This analysis should utilize specific objective data, quantified where possible. A determination should be made for each potential constraint as to whether it poses an actual constraint in the locality. Actual constraints should be addressed in the housing program (Section 65583(c)(3)). The element should analyze the following:

- a. Land use controls including zoning (e.g., density, parking requirements, lot coverages, setbacks), the provisions for second units, and attempts to reduce density including the growth control measure, Proposition Q.

The City's non-conforming second unit abatement program has the potential to result in the loss of affordable units. The impact of this program should be assessed. Measures to mitigate the loss of these units, including more flexible standards for second units, could be addressed in the program section.

Although the element includes a district-by-district assessment of the density reductions due to Proposition Q, it does not analyze the overall impact of the proposition. We are sending the City, under separate cover, a technical assistance paper, Statutory and Constitutional Requirements with Regard to Growth Control Measures, to assist in analyzing the impacts of Proposition Q.

- b. Building codes and their enforcement including any local amendments to the State Housing Law or Uniform Building Code, and degree or type of enforcement.
- c) On- and off-site improvement requirements (including street widths, curbing requirements, water and sewer connections, circulation improvements, etc.). Water (which is apparently private) and sewer services are noted as constraints, but there is no quantification of the impact on new development.



- d. Fees and exactions, including a review of actual itemized fees (only the total is given); a comparative analysis with surrounding jurisdictions may also be useful. The impact of fees on affordable housing development should be assessed.
  - e. Actual permit processing time and standard approval procedures.
5. Include an analysis of the availability of financing and expand the analysis of the price of land and the cost of construction as potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels (Section 65583(a)(5)).

The element should evaluate whether financing is generally available, whether interest rates are significantly different from surrounding areas, whether there are mortgage deficient areas in the community for new construction or rehabilitation loans, and whether there are underserved income groups in the community for new construction or rehabilitation loans.

6. Expand the analysis of the special housing needs of the handicapped, elderly, large households, farmworkers, families with female heads of household and the homeless (Section 65583(a)(6)). The element contains an estimate of the total numbers for each of these groups, but should also provide: tenure information where available; a quantitative and qualitative description of the need; and identification of potential solutions and resources to address the needs. Sources of information on special needs include the census as well as agencies or organizations which serve these populations. Programs should be identified to address any significant unmet needs for these groups.

In our opinion, the analysis of the homeless should be expanded. The estimate given (3-6) may only cover the visible permanent homeless and not include the transient population. To establish a better count, and determine the specific needs of this population, the City should consult with shelter service providers, homeless hotline referrals, beach patrols, merchants, the police and churches and other appropriate agencies. Following the analysis the City may need to identify adequate sites for homeless shelters. To assist the City, we are sending the Department's paper "Shelter for the Homeless: Housing Element Requirements" under separate cover.

C. Quantified Objectives

Include quantified objectives for the maximum number of housing units that can be rehabilitated over the planning period (Section 65583(b)).

D. Proposed Housing Programs

1. Incorporate the results of the assessment of the progress in implementation and appropriateness of the previous element's goals and objectives, as discussed in A.2 & 3 (Section 65588).
2. Identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income levels, including rental housing, factory-built housing, mobilehomes, and emergency shelters and transitional housing to meet the City's housing goals (Section 65583(c)(1)). Without a complete land inventory, it is not possible to determine compliance with this requirement.
3. Include programs which assist in the development of adequate housing to meet the needs of low- and moderate-income households (Section 65583(c)(2)). Several of the element's 41 objectives (pages 11-14) do not have accompanying programs. Of particular concern are those objectives aimed at providing affordable housing to meet the City's low- and moderate-income housing needs. The element notes that 28 percent of the City's households are low-income (and half of those are overpaying) and includes a quantified objective to provide 158 low- and very low-income housing units, but provides no programs for this purpose. Of the element's seven programs, only three appear to be directed at affordable housing; two of those are for seniors and one is for the homeless. None relate to new housing development.

Programs which could be used for the development of low-income housing include, but are not limited to:

- a. Programs of the State Department of Housing and Community Development (included in the attached Supplemental Housing Element Information) for which the City could apply or assist a developer to apply.
- b. A density bonus program as required by Government Code Section 65915. Some localities have expanded upon State law and offer additional bonuses (more

than 25 percent) or provide bonuses for housing meeting the special needs of their community.

- c. Land write-downs or sales of surplus lands for affordable housing.
  - d. Federal programs including Community Development Block Grant, which was mentioned in the previous element but not in this one.
  - e. Local programs to facilitate lot assembling (page 54) to make larger sites available for development.
4. Include program actions to address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing for all income levels (Section 65583(c)(3)). Programs may be needed to address governmental constraints identified as a result of the analysis discussed in section B.4., above.
5. Include programs to conserve and improve the existing affordable housing stock (Section 65583(c)(4)). The element raises concerns about condominium conversions but proposes no programs to restrict such conversions or ensure that converted low- and moderate-income units remain affordable. The housing maintenance program mentioned from the last element appears to have been deleted; no rehabilitation programs are included in the present element.
6. To ensure that the City can meet its objectives and address housing element program requirements, the element should include more details about the programs and include a stronger commitment to implement (Section 65583(c)). Add specific activities with target dates or time lines within the planning period. For example:
- a. Shared Housing: Specify funding availability. This program was previously funded by CDBG which we understand is no longer being used by the City. In the absence of CDBG, can the City Housing fund support this program as well as the Affordable Housing Fund program? Have private funds been secured?
  - b. Affordable Housing Fund: Specify the funding source and develop and include specific actions.
  - c. Regional Homeless Advisory Committee: Describe specific actions to be undertaken by the City. For example, if necessary pursuant to comment B.6 above,



identify adequate sites for emergency shelters and transitional housing.

- d. Ordinance Revision: Include the ordinances proposed for revision and the purpose of the revisions. This program could be used to address the government constraints discussed in B.4 above. If contemplated ordinance revisions would add government constraints, these should be included in the analysis discussed in B.4.

E. General Plan Consistency

Describe the means by which consistency will be achieved with other general plan elements (Section 65583(c)).

F. Public Participation

Describe how the City has made a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element (Section 65583(c)). In addition to holding public hearings at the planning commission and government body level, the locality should take additional steps to ensure the public participation of all economic segments (including low- and moderate-income households) of the community. Localities have found the following actions useful in facilitating public participation:

1. Establishment of a citizens' advisory group to assist in the development of the element.
2. Circulation of draft elements to housing interest groups.
3. Special advertising and outreach measures to church groups, organizations representing low-income households, and community and senior groups. Notices regarding public meetings on the element could be posted in community centers, libraries, City Hall and throughout the community in public places.

G. Coastal Zone Housing

Include the following information regarding housing in the coastal zone (Section 65588):

1. Number of new units approved for construction after January 1, 1982.
2. Number of units for low- and moderate-income households required to be provided either within the coastal zone or within three miles of it.

3. Number of units occupied by low- and moderate-income households and authorized to be demolished or converted since January 1, 1982.
4. Number of units for low- and moderate-income households required either within the coastal zone or within three miles to replace those being demolished or converted.

For further information regarding housing in the Coastal Zone, you may wish to contact the California Coastal Commission at (213) 590-5071.

September 13, 1990

Ms. Nancy J. Javor, Chief  
Department of Housing and Community Development  
Housing Policy Development Division  
P.O. Box 952053  
Sacramento, CA 94252-2053

Dear Ms. Javor:

We have received your detailed review of the draft Housing element revision for the City of Hermosa Beach. This letter is in response to the specific suggestions you have included in the Appendix to the letter.

Perhaps the best way to respond is to follow the order of the Appendix for easy reference to your comments and the draft. In section A.1 the comment is to address each of the previously listed programs from 1984. Some of the programs are already mentioned (see pages 6-9). To clarify the status of the others the following will be added to Program Experience, page 9, paragraph 2, "On-going programs have been incorporated into the standard procedures used by the City. These include code enforcement, residential reports, land use controls, "bootleg" abatement, and the housing information system. The programs for conservation of affordable housing conservation - mobilehome park zoning, manufactured housing regulations, coastal zone housing (SB 626) were single step activities which have been completed. The CDBG repair program was terminated due to the high cost of administering the program. The Housing Improvement Incentives Program was not implemented as intended in the 1984 revision. However, the information about cost impacts and Zoning code requirements, has been available though not in booklet form."

X Section A.2 suggests further analysis of the condo conversion problems discussed on pages 7 & 8 in the revision. To be added, page 7, paragraph 7, "...to recover the balance due from the agreement. Recent state legislation sets a minimum time availability of ten years in order to qualify for density bonuses in new projects and that might be a reasonable duration for converted units. Future affordable housing will probably need a monitoring provision enabling the City to avoid what has occurred in the past."

Section A.3 Implementation of the amended programs is in the program section, pages 82-84. Suggested changes to programs cannot be implemented until adoption of the revision.

Section B.1, RHNA data from SCAG does take into account future events and includes them in the Fair Share housing allocations, see page 21, paragraph 4 and page 22, paragraph 4.



Section B.2 comments on housing characteristics. The revision has a specific section, Housing Stock, see pages 40-41, which describes a recent survey of condition and permit activity over the last 10 years.

Section B.3 suggests expanding on the inventory of land for residential development. The Site Inventory section, pages 53-55, describes the entire inventory with the type of development that may occur. Scattered sites are developed through private sector efforts and are done randomly without City participation. No programs have been suggested to convert needed open space to residential use, especially the vacant school sites (page 24) which represent an essential part of the park and recreation requirements of the residents of Hermosa Beach. Mentioned several times in the revision, pages 34 and 57, it is important to note that the density of Hermosa Beach is two and one-half times that of the City of Los Angeles with approximately 95% of the land already developed and improved. As the most dense city in the South Bay, balanced land use has been a priority versus imposing increased density.

Section B.4a is regarding land use controls and their discussion in the revision. The section entitled "Housing Standards", pages 56-81, presents a detailed discussion of land use controls including comparisons to other local communities and current standards in the City. B.4a also mentions the City's abatement program but incorrectly identifies the program as second unit abatement. In the 1984 revision and again in the 1989 revision, pages 43-44, the abatement program is discussed in terms of illegal units built below minimum safety and health standards, without building permits and, in some cases, in violation of zoning densities. The removal of illegal units from the local inventory is in the general welfare of the community by insuring that residents should be confident that existing units are safe for habitation. In regards to Proposition Q, it is only a confirmation of existing density levels already in the zoning ordinance. Density permitted by the zoning ordinance is found in all cities, and is not "Growth management control" per se.

Section B.4b, refers to Building Code analysis, is unclear and an example of other cities treatment of this requirement could be helpful. The statute requires discussion and analysis of constraints due to code enforcement, which is not considered to be the situation in Hermosa Beach. To be added to paragraph 4, page 46, "...all which lower the fees. Enforcement of the Uniform Building Code has raised the minimum standards for housing construction in the City over the years. Like all other jurisdictions in the state, administration of the code is a typical program activity, and therefore does not result in any unique constraint to development not found in all other cities in the state."

Section B.4c, relating to public improvements, does not apply to development in Hermosa Beach. All sites are served by physical infrastructure, as described in the revision, and connection to or replacement of these is not viewed as governmental

constraints. Capacity of lines, age and cost of replacement of lines were the focus of constraints discussed in the revision on pages 48-50.

Section B.4d is about fees and exactions. To be added to page 46, paragraph 3, "Generally, the fee schedule for a single family home is as follows:

<u>ITEM</u>	<u>FEE</u>	<u>ITEM</u>	<u>FEE</u>
Building permit	\$2000	Sewer	\$ 900
Plan check	1300	Hydrant	1210
Open space acquisition	4290	Seismic	15

A current fee survey is underway which will relate comparability of fees to services performed. Actual permit processing time, on the average, is not considered to be a constraint and is not discussed in the revision.

Section B.5 suggests a more complete statement about financing in the area. To be added, page 45, paragraph 2, "...financing seems to be readily available. No differences in interest rates or loan availability is apparent compared with other surrounding areas."

Section 6 deals with the special needs categories specified by state law. The revision, pages 29 & 30, is careful to address each category and to state whether or not a need is perceived at this time for that category. Regarding the homeless, pages 26 - 28, that section is detailed and accurate as written. Using the police department of the City of Hermosa Beach as a primary source for homeless counts, a range of 3-6 was used. Inclusion of the transient population could only be an estimate that would change from day-to-day based upon the experience of the police and the small geographical size of the City. The unofficial census count for 1990 was one homeless. The count was taken on March 22, 1990 as the Federal government's effort to accurately reflect homeless numbers for the 1990 census.

Section C is a recommendation to estimate units to be rehabed during the planning period. To be added to Quantified Objectives, page 14, number 4. "Maintain recent trends and assist in the repair, remodel and rehabilitation of 800 units."To be amended, same section, number 1. "Provide 150...and replace 145 units for a total of 295 units. 2. Provide 45 ..." See added Appendix G, Appeal of Fair Share Housing, for complete explanation of the proposed reductions.

Section D.1 seems to indicate that a restatement of the A.2 & 3 comments be included at the beginning of the program section. As an introduction to the programs, the following is to be amended paragraph 1, page 82, "The following are the program actions from the revision. These actions are considered to be appropriate as the implementation of stated goals, objectives, and policies in



the revision. Review of the continued effectiveness of each program action will be done throughout the planning period and changes may be made in order to reflect community desires."

Section D.2 is discussed in the revision in the Site Inventory section, pages 53-55. With the addition of scattered sites the section is a complete inventory of sites for the planning period. The following sentence will be added to paragraph 6, page 53, "...complete breakdown of housing activity). It is estimated that there are currently only 20 lots that are vacant in the City which represents .4 of 1% of the number of lots."

Section D.3 is directed toward affordable housing programs in the City. Most of the efforts will continue to be private sector initiated projects, such as the seniors project on Pacific Coast Highway, page 53, which is in the design phase by the property owners. The City has, however, included the density bonus program as required and specifically mentioned as a policy in this revision, page 15, number 9. The revision also discusses the Section 8, rental assistance program, and that will be added to the program actions section on page 84,

#### CDBG Rental Assistance (Section 8 Housing)

Administered through the County of Los Angeles, the Section 8 program provides assistance to targeted households which are overpaying for housing. Subsidies are provided in order to reduce the amount of monthly rent to no more than 30% of the income of a household.

Objective: Provide assistance to lower income households in the form of rental assistance.

Responsible Agency: County of Los Angeles

Financing: Community Development Block Grants

Implementation: On-going program

Section D.4 is concerned with the removal of governmental constraints, where legal and appropriate to do so. One of the efforts was the revision of the zoning ordinance to allow for the maintenance of non-conforming residential units. No other program changes are suggested in the revision with respect to governmental regulation.

Section D.5, conserve and improve existing affordable housing, is discussed in relation to maintaining the Marineland Mobilehome Park, page 24 and the number of repair and remodel permits is documented on page 40, which indicated an acceptable level of unit maintenance. To be added to paragraph 2, page 41, "...from several decades ago done without benefit of codes. The zoning code already includes provisions to protect legal non-conforming dwelling units, allows for expansion and encourages repair and upkeep as a part of the conservation objective."



Section D.6a deals with shared housing and funding availability. Also a part of the affordable housing subject, D.6b, is the earmarked fund for housing that came from the already mentioned settlement. No decision has been made concerning how funds will be spent, whether as assistance or other method of insuring affordable housing.

Section D.6c comments about the homeless are addressed in the required section Homeless in the revision. As indicated above, no need is perceived on a local basis to provide shelters for as few as one person or a maximum of six persons, except on a regional basis as suggested in the revision.

Section D.6d, about ordinance revisions, seems inappropriate until adoption of the revision and at such time that further information is assembled and the City Council can determine which standards might be modified during the current planning period. The Housing Standards section, pages 56-82, discusses a number of topics related to ordinance changes but only as a starting point with considerable research to occur as a step in the implementation phase.

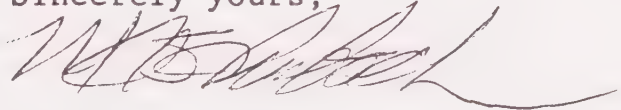
Section E, General Plan consistency will be achieved through monitoring any and all revisions to the General Plan and its separate elements during the planning period.

Section F has to do with the requirement to document the efforts of the City relating to involving the members of the community in the formation of the revision of the Housing element. To be included in the final document will be a chronological recap of the workshops, hearings, televised proceedings and public noticing done by the City.

Section G needs no comment because no units have been required as a part of the Coastal zone housing requirements.

Would you please respond to the above response and offer any further comments.

Sincerely yours,

A handwritten signature in dark ink, appearing to read 'Michael Schubach', with a long, sweeping horizontal line extending to the right.

Michael Schubach  
Planning Director



## APPENDIX I



## RESOLUTION 90- 5414

1  
2 A RESOLUTION OF THE CITY OF HERMOSA BEACH, CALIFORNIA, AMENDING  
3 THE HOUSING ELEMENT OF THE GENERAL PLAN BY REPLACING THE 1984  
4 HOUSING ELEMENT WITH "THE 1989 REVISION TO THE HOUSING ELEMENT",  
AS REVISED, AND ADOPTION OF AN ENVIRONMENTAL NEGATIVE  
DECLARATION.

5 WHEREAS, on September 4 and September 18, 1990, the Planning  
6 Commission held public hearings as part of the third quarter  
7 General Plan amendments to consider the revision to the Housing  
8 Element, and;

9 WHEREAS, on October 9, 1990, the City Council held a public  
10 hearing to consider the revision to the Housing Element and made  
11 the following findings:


- 12 A. The amendment of the Housing Element of the General Plan to  
13 include goals, policies, and objectives for the preservation,  
14 improvement, and development of housing, as provided for in  
15 the revised Housing Element, updates the Element for the  
16 1989-1994 period;
- 17 B. The revised Housing Element is consistent with the General  
18 Plan, and does not result in any direct or indirect  
19 significant impacts on the environment;
- 20 C. The revised Housing Element contains the necessary  
21 information and analysis to meet the requirements of Chapter  
22 3, Article 10.6 (commencing with Section 65580), Housing  
23 Elements, of the Planning and Zoning Law for the State of  
24 California, and is consistent with the policy and intent of  
25 Article 10.6;

26  
27 NOW, THEREFORE, the the City Council of the City of Hermosa  
28 Beach, does hereby adopt the revised Housing Element, which  
consists of the Draft Revision dated July 9, 1990, and  
incorporates the modifications and additions attached hereto (a  
list of modifications/additions resulting from the workshops;



1 the changes noted in the response letter to the Department of  
2 Housing and Community Development; appendix G - Housing Quota  
3 Appeal) and appendix H - the review comments of HCD and the  
4 City's response, and adopts an environmental negative  
5 declaration.

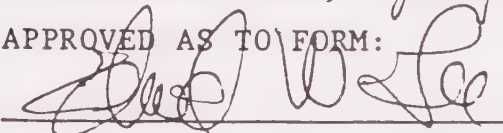
6 PASSED, APPROVED, and ADOPTED this 9th day of  
7 October , 1990, by:

8   
9 PRESIDENT of the City Council and MAYOR of the City  
10 of Hermosa Beach, California

11 ATTEST:

12 Naoma Valdes, Deputy CITY CLERK

13 APPROVED AS TO FORM:

14  CITY ATTORNEY

15 p/pcrshsng  
16  
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(RESOLUTION ATTACHMENT)

MODIFICATIONS/ADDITIONS

From the workshops and hearings some refinements to the revision have been proposed and were included in the Planning Commission recommendation as follows:

Request: Add "handicap" to the first State goal on Page 10 and add "handicap" to first City goal on the same page.

Action: To be added in the final draft.

Request: Eliminate Objective #1 on page 11.

Action: Will be deleted in final draft.

Request: Eliminate Objective #23 on page 12.

Action: Will be deleted in final draft.

Request: Add the word "ecologically" to policy #17 on page 16 of the Goals and objectives section.

Action: Will be included final report.

Request: Study and report on the quantified objectives noted on page 14.

Action: Report has been prepared as Appendix G to the draft revision and the quantified objectives on page 14 will be changed in the revision to 45 lower income units and 150 total added units. Also the following will be added to paragraph 2, page 23, "City projections are lower than the SCAG allocation, taking into consideration changing employment, vacancy rates and other local conditions (see Appendix G). SCAG figures will be used only if the following numbers proposed by the City are found to be unacceptable:

very low

low

moderate

high

43

45

58

149

Request: Add cities to chart on page 34 to be the same as those on page 57.

Action: Will be added in final draft.

Request: Add discussion about the change to using a special prosecutor for the abatement of illegal units.

Action: To be added at the top of page 44, "Originally the legal work was handled by the District Attorney's office and proved to be too slow to be most effective. In 1989 the City hired a special prosecutor to increase the quality of legal work in the program and speed up the system when prosecution became necessary."

Request: Investigate and discuss how to use health, safety and general welfare concerns including parking deficiencies to restrict number of persons in one household, unless related, as another feature of bootleg units.

Action: To be added as paragraph 2, Page 44, "The emphasis placed on the abatement of illegal units in Hermosa Beach continues to increase as more information is gathered and the cumulative effects on the health, safety, and general welfare of the community. Along with minimum code violations is the tendency for landlords to allow units to become overcrowded by permitting occupancy of more tenants than a unit was intended to house. In Hermosa Beach, that usually means a household of unrelated individuals, overtaxing their housing unit and the public facilities. This situation would include creating a problem of adequate parking for the extra tenants who are impossible to compute in the attempts to solve the parking dilemma. Additional demands for water, sewer, fire protection and other services are also hard to determine when actual numbers of residents are unknown."

Request: Consider civil prosecution for recovery of City's costs of the abatement program.

Action: To be added as part of paragraph 1, page 44, "The costs of the administrative and legal work done by the City may also be recoverable by the City through civil prosecution of the violator. The County of Los Angeles has used the process recently and it has proved successful."

Request: Add comment about the fee survey currently underway in the City.

Action: To be added to paragraph 3, page 46, "The typical cost, in 1989, in Hermosa Beach...on the average. To insure that fees remain related to actual City costs, Hermosa Beach has an on-going fee survey program. The program monitors all related fees and projects impacts from any changes."

Request: Add explanation of density on a per acre basis to make the narrative about density in the Housing Standards section clearer.

Action: To be added after Table IX, page 57, "Table IX compares densities on the total area of the specified cities, which includes commercial and industrial uses. The City of Hermosa Beach, using only the 433 acres of residential land and the 10,129 units existing, has an average density of 23.4 units per acre. Some areas will be higher and some lower in order to obtain the average."

Request: Study and include results of impact of a limit of two units per lot in the R-2 zone.

Action: To be added to paragraph 3, Page 59, "The R-2 zone contains about 16 lots that would be affected by only being able to build a duplex on a large lot, where 3 or 4 units are now allowed. These lots contain at least 5,250 square feet of lot area and the largest lot (70x108.12) has 7,568.40 square feet would permit four units. This limitation would reduce the number of potential units by another 17 units."

Request: Increase guest parking from 1/2 to 1 space per unit.

Action: To be included as a part of the implementation of the housing element. (No additions to the revision are needed).

Request: Review impact of including subterranean space on FAR, height, etc.

Action: Mentioned in the revision, detailed study of the impact to be a part of the implementation of selected standards. (No additions to the revision needed).

The City Attorney has also recommended that to comply with legislative mandates regarding affordable housing that the Section on "Program Selection," page 84, be amended to add the following:

#### Incentives for Housing Development

The City shall consider all housing programs available through the State Department of Housing and Community



Development for a which a developer may request City assistance for the development of affordable housing

Objective: Provide Affordable Rental and/or sale of Housing for Low and Moderate Income Families

Responsible Agency: City of Hermosa Beach

Financing: Private sources using various State tax exempt financing vehicles.

Implementation: On-going action program.

Also to be added as objective 42, page 14, "Provide Affordable Rental and/or Sale of Housing for Low and Moderate Income Families."

## APPENDIX J





- APPENDIX J
1. Location
    - a. Address: City wide
    - b. Legal: \_\_\_\_\_
  2. Description  
1989 revision of the General Plan Housing Element
  3. Sponsor
    - a. Name: City of Hermosa Beach
    - b. Mailing Address: 1315 Valley Drive, Hermosa Beach, CA 90254  
Phone: (213) 318-0242

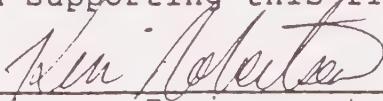
#### NEGATIVE DECLARATION

In accordance with Resolution 89-5229 of the City of Hermosa beach, which implements the California Environmental quality Act of 1970 in Hermosa Beach, the Environmental Review Committee must make an environmental review of all private projects proposed to be undertaken within the City, and the Planning Commission must make an environmental review of all public projects proposed to be undertaken within the City, which are subject to the Environmental quality Act. This declaration is documentation of the review and, if it becomes final, no comprehensive Envirommental Impact Report is required for this project.

#### FINDING OF ENVIRONMENTAL REVIEW COMMITTEE

We have undertaken and completed an Environmental Impact Review of this proposed project in accordance with Resolution 89-5229 of the City Council of Hermosa Beach, and find that this project does not require a comprehensive Environmental Impact Report because, provided the attached mitigation measures are included in the project, it would not have a significant effect on the environment. Documentation supporting this finding is on file in the Building Department.

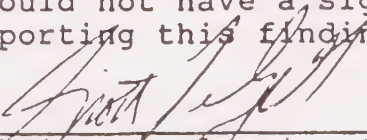
7-19-90  
Date of Finding

  
Chairman, Environmental Review Committee

#### FINDING OF THE PLANNING COMMISSION

We have undertaken and completed an Environmental Impact Review of this project in accordance with Resolution 89-5229 of the City Council of Hermosa Beach, and find that this project does not require a comprehensive Environmental Impact Report because, provided the attached mitigation measures are included in the project, it would not have a significant effect on the environment. Documentation supporting this finding is on file in the Building Department.

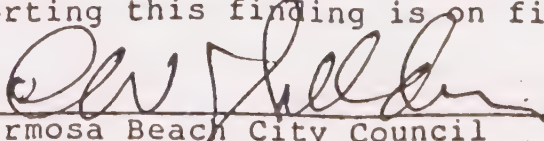
9-18-90  
Date of Finding

  
Chairman, Planning Commission

#### FINDING OF THE CITY COUNCIL

We have undertaken and completed an environmental Impact Review of this proposed project in accordance with Resolution 89-5229 of the City Council of Hermosa Beach, and find this project does not require a comprehensive Environmental Impact Report because, provided the attached mitigation measures are included in the project, it would not have a significant effect on the environment. Documentation supporting this finding is on file in the Building Department.

10-9-90  
Date of Finding

  
Mayor, Hermosa Beach City Council

# Notice of Determination

To: X Office of Planning and Research  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

County Clerk  
County of Los Angeles  
P.O.Box 151, Main Post Office  
Corporation Room 106  
L.A. CA 90053

From: (Public Agency) City of Hermosa Beach  
1315 Valley Drive  
(Address)  
Hermosa Beach, CA 90254



## Subject:

Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Housing Element

## Project Title

90010741

Michael Schubach

(213) 318-0242

State Clearinghouse Number  
(If submitted to Clearinghouse)

Lead Agency  
Contact Person

Area Code/Telephone/Extension

City of Hermosa Beach, County of Los Angeles

Project Location (include county)

## Project Description:

1989 revision of the General Plan Housing Element

This is to advise that the City of Hermosa Beach has approved the above described project on  
October 9, 1990 and has made the following determinations regarding the above described project  
(Date)

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☐ were ☒ were not] made a condition of the approval of the project.
4. A statement of Overriding Considerations [☐ was ☒ was not] adopted for this project.
5. Findings [☐ were ☒ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR/Negative Declaration with comments and responses and record of project approval is available to the General Public at:  
City of Hermosa Beach, Planning Dept. 1315 Valley Dr. Hermosa Beach, CA 90254

George Zeigler  
Signature (Public Agency)

10/16/90  
Date

Administrative Aide  
Title

Date received for filing at OPR:

## APPENDIX K



6.

THIRD QUARTER GENERAL PLAN AMENDMENTS:

- A. HOUSING ELEMENT REVISION, WITH RESOLUTION FOR ADOPTION. Memorandum from Planning Director Michael Schubach dated October 2, 1990.

Director Schubach presented the staff report and responded to Council questions.

The public hearing was opened. Coming forward to speak on this item was:

Wilma Burt - 1152 Seventh Street

The public hearing was closed.

Action: To approve the Planning Commission and staff recommendation to adopt the revised Housing Element which covers the 1989 - 1994 planning period by adopting Resolution No. 90-5414, entitled, "A RESOLUTION OF THE CITY OF HERMOSA BEACH, CALIFORNIA, AMENDING THE HOUSING ELEMENT OF THE GENERAL PLAN BY REPLACING THE 1984 HOUSING ELEMENT WITH 'THE 1989 REVISION TO THE HOUSING ELEMENT' AS REVISED, AND ADOPTION OF AN ENVIRONMENTAL NEGATIVE DECLARATION."

Motion Essertier, second Creighton.

A proposed amendment by Councilmember Wiemans to include a study of "Granny Flats" as a replacement for the Saint Michaels senior citizen housing was not agreed to by the maker of the motion and objections to the proposal were voiced by Creighton, Essertier, and Mayor Sheldon.

The motion was so ordered, noting the objection of Wiemans.





## URBAN DESIGN ELEMENT

Urban design is concerned with how the City looks and feels, with the sensory relationship between people and their environment, their feeling of time and place, and their sense of well-being.

In Hermosa Beach elements of urban design range from the backdrop of gentle hills and the foreground of the beach, to man-made structures, and small touches such as planting strips between sidewalks and curbs. Most of the major visual elements are fixed, and there is little opportunity to make decisions that affect the urban design character of a large segment of Hermosa Beach. Still, if these decisions are to be made wisely, Hermosa Beach must remain keenly aware of the City's urban design character and what, if anything, threatens this character.

### OBJECTIVES

The General Plan's urban design policies and programs fall under three broad objectives.

- . Preserve Hermosa Beach as a creative environment where people can live and work.
- . Identify and maintain the smaller scale visual features that give character to Hermosa Beach and its neighborhoods.

Changes in the scale of the community that might occur through introduction of massive land uses such as large buildings or new transportation corridors should be carefully evaluated.

- . Retain the uniqueness and diversity of Hermosa Beach's neighborhoods.

Results must be considered when design decisions are made. Will the decision strengthen the special character of the neighborhood or cause it to lose its separate identity?

### SCALE AND FORM

Scale is relative and subjective and many of Hermosa Beach's most heated debates in the past have been on this question.

Policy 1: Maintain the present scale of the City, but modify those elements which by their massiveness are overwhelming and unacceptable.

Program 1: Discourage massive single uses through limitations on height and density to protect surrounding uses and community values.



In response to the expressed views of Hermosians, the Plan avoids bigness and advocates maintaining the present scale of the City. There is no reason why the scale must always increase. The zoning will have to be revised in some areas to avoid scale changes.

At some locations abrupt changes of scale cause one land use to overwhelm another. This visual shock can be lessened by generous landscaping and limiting the apparent size of buildings and parking lots near the boundary.

Massive land uses also can become barriers that do more than define areas of the City. Undesirable barriers block physical access and can adversely affect nearby areas.

Program 2. Develop visual design standards for new development and a program for abating existing developments or design features that do not conform.

Program 3. Eliminate garish or degrading signs.

Program 4. Restore and maintain residential uses in older sections of Hermosa Beach.

The scale and character of many neighborhoods depends on the success of Program 4, as does the preservation of the City's older and therefore less costly housing for those who would otherwise be priced out of Hermosa Beach.

#### HISTORIC PRESERVATION

Policy 2: Encourage private preservation of buildings which have historic and/or architectural merit.

Hermosa Beach's cultural heritage has been preserved in many buildings dating from the turn of the century through the 30's and 40's. Many well-designed old homes should be preserved.

Program 5: Develop incentives for the retention and rehabilitation of houses with architectural or historic merit in all zones.

Often the cost and effort needed to maintain and upgrade an older structure places it at an economic disadvantage compared to new developments. Programs 6, 7 & 8 are incentives that can apply to some structures worthy of preservation. Additional incentives should be developed.

Program 6: Allow non-conforming use for buildings of architectural or historic merit for the life of the building.



In some situations, an historic building might be retained only if it can be used for an activity which would not normally be permitted under the zoning classification. In such instances, the City should consider procedures to allow non-conforming uses where they will not have a major detrimental effect on the neighborhood.

Program 7: Encourage and assist owners of buildings of architectural or historic merit in applying for tax relief under State programs *which began in 1977*  
~~This involves a state program expected to begin in early 1977.~~

Program 8: Develop an alternative building code for historic houses.

{ Historic buildings should meet the safety standards of the Uniform Building Code, but the code often requires techniques that do not lend themselves to older buildings. The state's building code for historic houses, which would maintain the current safety standards but allow different building techniques, is expected to be issued in 1977.

Program 9: Encourage the rehabilitation of historic buildings by providing for the preservation of the building facade when it is not economically feasible to retain the whole building.

Preservation of building facades can be accomplished by private owners as well as by the City.

#### TRAFFICWAYS

It is primarily from the streets that any city is seen and its form perceived. With few exceptions, alignment, width, abutting development, or landscaping give each Hermosa Beach thoroughfare a separate character.

Policy 3: Promote visual continuity through tree planting, consistent use of low shrubs and ground cover, and removal of visually disruptive elements on major City streets.

Program 10: Accelerate the program of placing utility lines underground.

Program 11: Encourage the use of planting and other treatment of the space between street and sidewalk other than unrelieved concrete paving.

Program 12: Extend street tree planting Citywide, including median strip trees wherever possible, with specific schedules for completing individual streets.

Policy 4: Find new uses for street spaces other than for automobiles.





Program 13: Create mini-parks, pedestrian malls, promenades, open space, and areas where pedestrians would have right-of-way over automobiles.

Non-automobiles use of street space should be given greater emphasis. Hermosa Beach, like all cities, is seen mainly from its streets, so the width, the landscape character, the height and location of the buildings relative to the street width, the pedestrian and bicycle uses, and the amount and speed of traffic are among the most important urban design elements the City can control. Auto dominance should not be assumed and in some locations bicycles or pedestrians should have right-of-way.

### BUSINESS DISTRICTS

In addition to streets, business districts help to set Hermosa Beach's urban design character. Conflicts are evident between the demand for automobile space and the human desire for safe, pleasant, and short walking distances and visual enclosure. No amount of landscaping can fully overcome the proliferation of asphalt for street space, parking lots and drive-ins. People, not cars, dominate virtually all of the world's great cities. Long-term urban design improvements will be closely linked to the success of transit and to making walking necessary and attractive.

Policy 5: Encourage rehabilitation of aging retail areas to keep them economically healthy.

Program 14: Seek innovative ways to apply the spirit of current codes and ordinances to older buildings. Assist and encourage developers in finding ways to restore these buildings to usefulness.

Program 15: Encourage recycling of buildings that are vacant or derelict or both.

Keeping Hermosa Beach's business areas healthy and attractive while retaining the present scale of these areas should involve efforts to make it easier to redevelop older structures and discourage retention of derelict and vacant buildings on vacant lots.

In addition to encouraging rehabilitation of individual structures, those portions of Hermosa Beach's business areas which contain buildings and uses that may deteriorate physically or economically should be watched. If the private sector is unable to rejuvenate those areas, the use of state and federal laws to assist private recycling should be studied.

Improving the quality of Hermosa Beach's business districts will depend on setting standards for new development appropriate to each district and enacting regulations that gradually will bring existing development into conformity.



Program 16: Design studies for retail districts should consider allowing buildings to encroach on sidewalk areas where the visual character of the street would be improved and pedestrian space would not be unduly constricted.

Program 17: New zoning regulations should clarify commercial business district boundaries and restrict the amount of frontage that may be occupied by uses that do not contribute to retail vitality. Pier Avenue, west of Hermosa Avenue, should be "malled" to enhance pedestrian usage and the design should encompass a wide range of activities to enhance pedestrian usage.

"Retail vitality" means the ability of business districts to maintain and expand their sales volume and profits. Older retail areas lose their vitality quickly when a number of sites become vacant or are occupied by vacant buildings, parking lots, stretches of blank walls, and drive-in businesses. All of these combine to discourage shoppers from walking to several stores before returning to their autos. The new zoning ordinance should encourage development that will keep Downtown and the Pacific Coast Highway business districts competitive and oriented to walkers.



RESOLUTION NO. 89-5270

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HERMOSA BEACH, CALIFORNIA, AMENDING THE TEXT OF THE LAND USE ELEMENT OF THE GENERAL PLAN TO ELIMINATE THE LAND USE CATEGORY OF MULTI-USE CORRIDOR AND CREATE A LAND USE CATEGORY OF COMMERCIAL CORRIDOR AND TO ADOPT A STATEMENT OF POLICIES FOR THE COMMERCIAL CORRIDOR AND ADOPTING AN ENVIRONMENTAL NEGATIVE DECLARATION.

WHEREAS, the City Council held a public hearing on March 21, 1989 and made the following Findings:

- A. The land use category of Multi-Use Corridor, established in 1966, is no longer an appropriate land use designation for the Pacific Coast Highway commercial corridor as it does not clearly convey the City's goals and objectives for development along the corridor;
- B. Creation of the land use category of Commercial Corridor as a designation for the Pacific Coast Highway commercial corridor is an appropriate designation as it more clearly conveys a commitment to commercial development along Pacific Coast Highway;
- C. The designation of Commercial Corridor will be applied to a more focused area along the east and west side of Pacific Coast Highway than the Multi-Use Corridor designation to recognize more realistically the the limits of the depth of commercial development acceptable to the citizens of the City.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hermosa Beach, California, does hereby amend the Text of the Land Use Element of the General Plan to eliminate the Land Use category of "Multi-Use Corridor" and create the Land Use category of "Commercial Corridor" and the following text shall be added to the Land Use Element of the General Plan:

Commercial Corridor - The purpose of this land use category is to clearly define the limits of the depth of commercial development along Pacific Coast Highway and prohibit the





development of new residential uses within the area with exceptions for vacant property not fronting on Pacific Coast Highway. Existing residential uses within the corridor are expressly allowed and can be improved, expanded and rebuilt to the same density, however, the transition of these uses to commercial usage is highly desirable. This category allows various types of commercial land uses including retail, service, and office uses. Automotive related commercial uses would be allowed by conditional use permit only. To ensure that commercial development will be compatible with existing nearby residential uses standards for building height, parking and access, setbacks, and landscaping will be implemented through Specific Plan Area designations

Policies:

- 1) Existing structures used for residential purposes on a lot or parcel which is exclusively used for residential purposes are permitted to remain indefinitely, and shall be considered conforming uses, allowing said structure to be improved, rebuilt, or expanded, as long as the existing residential density is not increased.
- 2) Residentially developed and vacant property can only be used for commercial purposes if the property fronts on Pacific Coast Highway or is part of an assemblage of properties containing a commercial project which fronts on Pacific Coast Highway.
- 3) New residential projects shall be prohibited, except in the following cases:
  - a) on currently vacant lots or parcels of land which do not front on Pacific coast Highway and which are not currently connected by ownership to lots fronting on Pacific Coast Highway and which will be developed to a density consistent with surrounding residential densities allowed by the General Plan, subject to review and approval by the Planning Commission; and,
  - b) the improvement, expansion, or reconstruction of current residential structures which does not increase the current residential density (number of dwelling units) of the lot or parcel of land and said improvement, expansion, or reconstruction must conform to the zoning standards.
- 4) Height limits and the method of measurement shall be established which will minimize impacts of commercial development on scenic views and on the privacy of adjacent residences.
- 5) Landscaping requirements shall be established to improve the attractiveness of development along Pacific Coast Highway and to buffer interfacing or abutting residential development.



- 6) Traffic impact studies shall be required for projects which will cause significant traffic impacts and these studies shall include proposed measures to mitigate the impacts.
- 7) All new commercial projects shall require Planning Commission Review to ensure compliance with the standards and policies of the Specific Plan Area, subject to City Council Appeal.
- 8) A list of permitted uses shall be established which permits a broad range of commercial and office related uses with emphasis given to uses which have the highest benefit to the community.
- 9) More than one SPA zone may be created for areas of the corridor based on the sub-area's unique features.
- 10) Orientation of all commercial development should be toward P.C.H. and not toward local residential streets.
- 11) Physical setbacks, and architectural treatment shall be provided where commercial and residential development abut, or interface
- 12) Assembled lots proposed for commercial developmet shall be merged as a condition of development.

PASSED, APPROVED, and ADOPTED this 9th day of May , 1989.

*Gene Wilhois*

PRESIDENT of the City Council and MAYOR of the City of Hermosa Beach, California.

ATTEST:

*Kathleen Midstodt*

CITY CLERK

APPROVED AS TO FORM:

*James P. Long*

CITY ATTORNEY CERTIFICATION



RESOLUTION NO. 90- 5398

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HERMOSA BEACH, CALIFORNIA, AMENDING THE LAND USE MAP OF THE GENERAL PLAN BY CHANGING THE DESIGNATION FOR "AREA 10" AS DESCRIBED BELOW FROM LOW DENSITY RESIDENTIAL TO A RESIDENTIAL SPECIFIC PLAN AREA AS DESCRIBED BELOW AND SHOWN ON THE ATTACHED MAP AND ADOPTING AN ENVIRONMENTAL NEGATIVE DECLARATION.

WHEREAS, the City Council held public hearings on July 10, and July 24, 1990, and made the following Findings:

- A. The subject area has inconsistent General Plan and Zoning map designation, and state law requires consistency between the General Plan and the Zoning Ordinance;
- B. In order to make the subject area consistent requires either an amendment to the General Plan Map or the Zoning Map;
- C. General Plan amending the subject area as described below will bring the General Plan into consistency with the proposed zoning;

NOW, THEREFORE, the City Council of the City of Hermosa Beach, California, does hereby amend the land use map of the general plan as shown on the attached map and described as follows:

1. General Plan amend from Low Density to Residential Specific Plan Area the area located between Barney Court and Meyer Court from the south city boundary, to the rear of the lots fronting on Second Street, and legally described as follows:  
  
- lots 22-25 and 28-31, inclusive, and a portion of lots 26 and 27, Trafton Heights Tract.
- 2, Amend the text of the Land Use Element of the General Plan to add the following category under the "DENSITY PLAN" for Residential areas as follows:

"SPECIFIC PLAN AREAS: The density for these areas shall be as established by the zoning ordinance. This designation is for purpose of recognizing unique areas of the City for which a standard density designation is not appropriate because of the specific characteristics of the area. Since these





1 specific plan areas are recognized as the General Plan  
2 designation for the areas, to change the designation or the  
3 standards of the Specific Plan requires an amendment to the  
4 General Plan."

5 PASSED, APPROVED, and ADOPTED this 14th day of August, 1990.

6 *[Signature]*  
7 PRESIDENT of the City Council and MAYOR of the City of  
8 Hermosa Beach, California

9 ATTEST:

10 *Naoma Valdes, Deputy* CITY CLERK

11 APPROVED AS TO FORM:

12 *[Signature]* CITY ATTORNEY

13 p/ccrsgpa8



STATE OF CALIFORNIA     )  
COUNTY OF LOS ANGELES   )  
CITY OF HERMOSA BEACH    )

I, Naoma Valdes, Deputy City Clerk of the City Council of the City of Hermosa Beach, California, do hereby certify that the foregoing Resolution No. 90-5398 was duly and regularly passed, approved and adopted by the City Council of the City of Hermosa Beach at a Regular meeting of said Council at the regular meeting place thereof on August 14, 1990.

The vote was as follows:

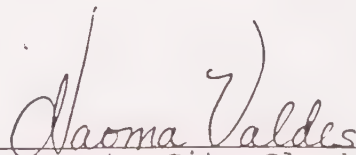
AYES:       Essertier, Sheldon, Wiemans

NOES:       None

ABSENT:     None

ABSTAIN:    Midstokke, Mayor Creighton

DATED:      August 15, 1990

  
\_\_\_\_\_  
Deputy City Clerk



## LAND USE ELEMENT

This element is to establish the general land use patterns and residential densities in the City. More precise elements will deal with specific land use problems such as open space, downtown, housing, and such like.

### RESIDENTIAL AREAS

The total of 433 acres of land are designated for residential usage in the General Plan. The majority is designated for "low density." Density implies the number of dwelling units which may be built on privately owned land. By extension, as shown under "Maximum Density" on the attached chart of Residential Density and Population Holding Capacity, this limitation also controls the number of dwelling units, not the type of dwelling. A single family home on a 2,100 square foot lot represents a density of 20.8 units to the acre, also medium density.

### DENSITY PLAN

The Land Use Element designates three general categories of residential density, as follows:

LOW DENSITY: 0 to 13 dwelling units per net acre. This density would consist mostly of single family homes. Existing single family homes on 50 x 100 foot lots represent the predominate use and development in the area set aside for this density. The Low Density area also includes some small lots, some duplex sites and some multi-family sites. It is intended that any development of those sites in the future shall fall within the specified density range (minimum of 3350 square feet of lot area per unit).

MEDIUM DENSITY: 14 to 25 dwelling units per net acre. This category would consist mostly of two-family homes and single family homes on small lots, including garden apartments, and townhouses. It is intended that any future development in this area shall fall within the specified density range.

HIGH DENSITY: 33 dwelling units per net acre. Uses in this category would be mostly apartment buildings, which would be required to meet carefully designed standards for building coverage, setbacks, open space and parking. Small lots within the area will result in lower densities in part, existing high densities will be compensated for by these small lots, medium density spot developments. It is intended that all future development in this area shall fall within the specified density range.

It should be emphasized that the Land Use Element Density Plan is only a guide for zoning decisions, and not a specific districting plan. It is expected that within the higher land use categories there will be all three basic types of developments and there may be a wide range of densities in any one block. Several R-1 zones might be employed, each with different minimum lot sizes. Or several R-3 zones could be created, each with different development standards, or Planned Development zones might be employed. The basic purpose and intent of the Density Plan of the Land Use Element is to set the broad outline of growth pattern to achieve the target optimum maximum density of 24,000 persons when the City is fully developed.





Planning

RESOLUTION NO. 86-4940

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HERMOSA BEACH, CALIFORNIA, APPROVING A GENERAL PLAN AMENDMENT TO LIMIT DENSITY TO A MAXIMUM OF 33 DWELLING UNITS PER ACRE IN HIGH DENSITY DESIGNATED AREAS.

WHEREAS, the city Council held a public hearing on May 13, 1986 to consider this matter and made the following Findings:

1. Density is a significant problem;
2. The proposal would significantly decrease residential density;
3. The proposal would increase consistency between the General Plan and Zoning Ordinance;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Hermosa Beach, California, does hereby approve a General Plan Amendment to limit density to a maximum of 33 dwelling units per acre in high density designated areas.

PASSED, APPROVED and ADOPTED this 13th day of May, 1986.

Tony DiBella  
PRESIDENT of the City Council and MAYOR of the City of Hermosa Beach, California.

ATTEST:  
[Signature] CITY CLERK

APPROVED AS TO FORM:  
[Signature] CITY ATTORNEY



Residential Dens. & Population Holding Capacity  
City of Hermosa Beach, Ca.

A	B		C		D		E		F
RESIDENTIAL TYPES	H/US ACRE		ACRES (NET)		RANGE OF H/US.		PERSONS /FAMILY		POPULATION RANGES
LOW DENSITY	0-13	x	230	=	0 - 2990	x	2.4	=	0 - 7176
MEDIUM DENSITY	<sup>2.01</sup> 14-25	x	123	=	1722 - 3075	x	2.4	=	4133 - 7380
HIGH DENSITY	<sup>25.1</sup> 33	x	80	=	2080-3200	x	2.3	=	4784 - 7360
TOTAL					3802 - 9265	x	2.4	=	9125 - 22236
MULTI-USE CORRIDOR	33	x	48	=	625 - 960	x	2.3	=	1438 - 2208
TOTAL			481		4427 - 10225	x	2.4	=	10625 - 24540
MEDIAN					7326				17582



COMMERCIAL, OPEN SPACE, OTHER ELEMENTS & TOTALS  
CITY OF HERMOSA BEACH, CA.

A C R E S			C O M M E N T S
COMMERCIAL/ RECREATIONAL	0	22	MOTEL/RESORT HOTEL NOT COUNTED AS RESIDENTIAL
OPEN SPACE	0	71	SCHOOLS & PARKS
COMMERCIAL	0*	59	* THERE IS A CERTAIN AMOUNT OF RESIDENTIAL IN COMMERCE AREAS.
OTHER		20	R.R. RIGHT OF WAY
TOTAL			703*
STREETS			192
TOTAL (LAND)			895
OCEAN AREA			3456
GRAND TOTAL			4351

LAND AREA EXCLUSIVE OF STREETS

EQUALS APPROXIMATELY 1.4 SQ. MI. LAND AREA

EQUALS APPROXIMATELY 6.8 SQ. MI. TOTAL INCORPORATED AREA.

\* INCLUDES 433 RESIDENTIAL ACRES PLUS 48 MULTI CORRIDOR ACRES.





CHART C

POTENTIAL GROWTH

City of Hermosa Beach, Ca.

Maximum Housing Units	10225
Existing H. Us.	8607
	<u>-8607</u>
Average P/F	x <u>2.4</u>
	1618
Existing Population	20657
Maximum Population	<u>24510</u>
Potential Pop.Growth	3883
Housing Unit Growth	1618



## COMMERCIAL AND OTHER RELATED LAND USES

A total of 125 acres of the urban land use of Hermosa Beach is designated for commercial uses. About 60 acres of the urban land is designated for general commercial and ~~central-commercial~~. However, it must be remembered that much of the space requirements can be placed in two or more floors and that parking requirements can be stacked in garages. The important thing is the kind of commercial activity rather than simply the number of acres designated in rather broad terms.

The type of commercial areas designated in the Plan are categorized as follows:

Commercial Areas: This category includes general commercial uses, the Central Business District, and related activities.

Neighborhood Commercial: This category designated certain areas for development into neighborhood convenience shopping areas, with grocery stores, small cafes, laundramats, and similar service shops designed to primarily serve local walk-in traffic.

Commercial Corridor - The purpose of this land use category is to clearly define the limits of the depth of commercial development along Pacific Coast Highway and prohibit the development of new residential uses within the area with exceptions for vacant property not fronting on Pacific Coast Highway. Existing residential uses within the corridor are expressly allowed and can be improved, expanded and rebuilt to the same density, however, the transition of these uses to commercial usage is highly desirable. This category allows various types of commercial land uses including retail, service, and office uses. Automotive related commercial uses would be allowed by conditional use permit only. To ensure that commercial development will be compatible with existing nearby residential uses standards for building height, parking and access, setbacks, and landscaping will be implemented through Specific Plan Area designations.

Commercial Recreation: Commercial recreation includes such activities as bowling alleys, motels, theaters, entertainment establishments, night-clubs, shops and similar businesses.

### The Central Business District

The concept of the General Plan is to recreate the downtown area into an unusual community shopping center, supplying the basic shopping needs of the City's residents and also supplying the needs of beach visitors. The Downtown area is defined as the area bounded by the Strand, 10th Street, 15th Street, and Manhattan Avenue, and including the Pier Avenue Corridor to Pacific Coast Highway, to extend 100 feet deep on each side of Pier Avenue.

There should be developed a commercial element to the General Plan that specifically addressed the matter of commercial development in the central business district as well as the general commercial on the highway, Artesia and Aviation Blvds.

### Community Facilities and Related Land Uses

The General Plan provides for and designates land areas for various community facilities throughout the City, including schools, government facilities, a fire station, library, post office, parks and open space, and utility facilities.



4. Article 9, Land Use of the General Plan is hereby amended as follows:

"Industrial Areas: This land use category shall include and provide for the following manufacturing uses and similar uses:

- \* Electronic assembly
- \* Bakeries, all types wholesale
- \* Bottling
- \* Garment Manufacturing
- \* Laboratories
- \* Machine shops
- \* Oil Production
- \* Plastic fabrication
- \* Carpentry
- \* Rubber fabrication
- \* Sheet metal shops
- \* Similar uses





1 3. Amend page 11, the second paragraph, by eliminating the  
2 exception to the height limits of the Zoning Ordinance  
3 for the hotel site between Thirteenth and Fifteenth  
4 Streets.

5 4. Insert the following definitions:

6 a. Mixed Residential/Commercial shall provide low rise  
7 development with no less than 30% leasable floor  
8 area, not including parking, devoted to C-1  
9 commercial, restaurant or beach support recreation  
10 use.

11 b. Public Open Space Acquisition Overlay shall provide  
12 for the acquisition of public open space primarily  
13 within the Coastal Zone of the City of Hermosa  
14 Beach. The overlay shall provide that no sale of  
15 the property shall take place until a trust fund  
16 has been established for the sole purpose of  
17 acquiring and improving such new public open space.  
18 The form and content of the trust fund shall  
19 specify the following provisions and shall be  
20 submitted to the Executive Director of the  
21 California Coastal Commission for his/her review  
22 and approval as to inclusion of the following  
23 provisions.

24 Zoning adopted to implement the Public Open Space  
25 Acquisition Overlay shall provide that the funds  
26 received by the City in the sale of the subject  
27 property for residential/commercial mixed uses at  
28 least 80% of an amount up to the maximum of  
\$8,000,000 received from the sale of the property  
shall be used for the acquisition and improvement  
of new open space property of which at least 70% of  
said new open space property shall be located  
within the Coastal Zone. The minimum area to be  
acquired in the Coastal Zone is 4.0 acres. The  
ordinance shall also provide that no building  
permits for construction shall be issued until  
either 1) the new open space property has been  
acquired, or 2) the funding necessary to comply  
with this policy has been dedicated to the purchase  
of said open space and a binding contract has been  
signed guaranteeing such a purchase, of no less  
than 90% of the required new minimum of 4.0 acres  
of open space property.

c. Public Beach Parking shall be parking open to the  
general public on a first come, first serve basis.

5 Amend the seventh policy under Item 2 on page 12, by  
adding the underlined text to read as follows:

The Policy: The Biltmore Site is a vital asset of the  
people of Hermosa Beach which will play a substantial



25 "SPECIFIC PLAN AREAS: The density for these areas shall be  
26 as established by the zoning ordinance. This designation is  
27 for purpose of recognizing unique areas of the City for which  
1 a standard density designation is not appropriate because of  
2 the specific characteristics of the area. Since these  
specific plan areas are recognized as the General Plan  
designation for the areas, to change the designation or the  
standards of the Specific Plan requires an amendment to the  
General Plan."

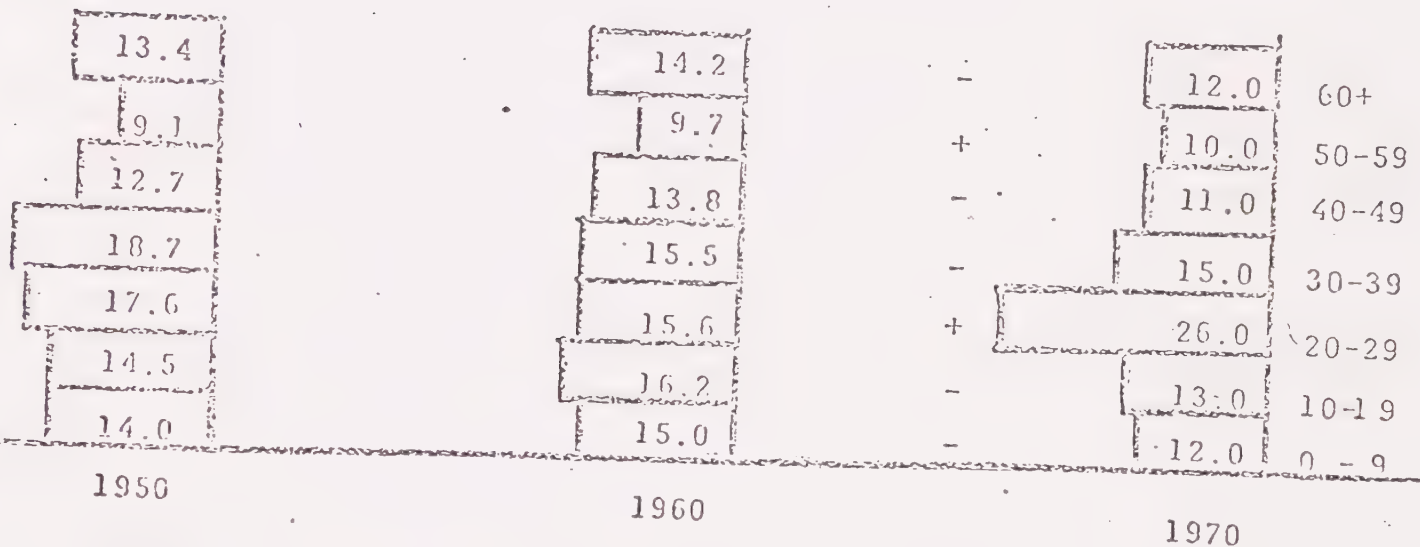


## Schools

No new school locations are proposed. At an average capacity of 500 pupils, Hermosa's elementary schools would need 10 acres each or a total of 50 acres.

FIGURE 2.  
POPULATION PYRAMIDS, 1950-1970

## HERMOSA BEACH POPULATION BY AGE AND PERCENT OF TOTAL POPULATION



SOURCE: U. S. Census

A revision and re-arrangement of school facilities may be desirable. A Precise Plan of Elementary School facilities should be prepared, and become part of the City's General Plan of Land Use. The Elementary School District should prepare the Precise Plan, the City must relate it to the Open Space Element. A joint-agency project is recommended.

## Parks and Open Space

An Open Space Element is currently under preparation as is mandated by the State.

The General Plan designates approximately 71 acres for parks, schools and other open spaces, not including the beach. (See Chart A). The parks and open space element provides for an interlocking network of neighborhood parks, pedestrian and bicycle trails, and schools.

The fourteen acres of parks for 20,000 persons would yield a rate of about 0.73 acres of park per 1000 persons. The acreage rate per 1000 persons has been the yardstick used by various agencies and studies for evaluating park land adequacy. The National Standards vary from 2.5 - 10 acres per 1000. Additionally, there exists about 50 acres of beach which is specialized regional recreational area.





The Park Plan proposed creating a new neighborhood park at Fourth Street and Ardmore Drive, adjacent to the AT&SF right of way, to be joined with South School.

A separate Precise Plan of Parks and Recreation will be prepared as part of the General Plan.

#### Administrative and Civic Facilities

The present civic center is proposed to remain essentially at its present 2.5 acres. Should the Pier Avenue School be closed to educational use, it should be seriously considered for public use, as recreation, cultural, or office facility. A community theater could be provided, and substantial sports facility, with use of public off-street parking on weekends.







## ECONOMIC ELEMENT

### INTRODUCTION

#### Historical Perspective and Update

Up until 1965, the City of Hermosa Beach served as a central shopping area. After that time, the City's commercial establishments have tended (on the average) to serve a more localized service area. There is evidence, however, that weather that is conducive to beach attendance produces an influx of beach goers and casual visitors. This is reflected in changes of traffic volumes, and also to some degree, in changes of the number of sales made in local commercial establishments located throughout the City. It is important for the purposes of the following discussion to briefly identify, as well as to differentiate between the two distinctive geographical areas within which the bulk of the City's commercial activity takes place. Each primarily serves separate needs.

Downtown Hermosa, with its close physical orientation to the beach, offers more varied goods and services. It contains virtually all of shoppers' goods and a large proportion of convenience groups, eating, drinking, and banking establishments and personal and repair services. Uptown, usually referred to as the Coast Highway commercial strip, is highly linear in that its initial impetus for growth was a response to the needs of a highly mobile society, i.e., auto dealership, maintenance and repair. During the past several years, franchise food operations as well as surfboard manufacture and sales have made significant inroads. Common to both areas, as well as to any other commercial area in the City, is the problem of parking. The California State Department of Transportation has suggested that Pacific Coast Highway (a designated arterial) curbside parking be converted to traffic lanes during peak hours. This should serve to mitigate the traffic congestion during peak hours through flow. It does also, however, present a major problem to merchants as well as an added concern to the City Administration.





### Scope

The administration of a city functions to serve its citizenry, and multiple services are provided at the local level. In addition, there is a trend toward increasing local responsibility for the assumption of services in the social need area. Expanded services mean greater costs. Compounding the problem is the economic context within which the city has operated. Foremost is inflation which has served to erode revenues. While intergovernmental transfers in the form of revenue sharing, block grants, etc., have contributed revenues above and beyond income to the city from property and sales taxes, business license fees, etc., the city must look to the day when some of these funds may not be forthcoming. For example, the legislation enabling revenue sharing expires December, 1976. The future is uncertain regarding supplemental revenues to the city.

Of concern especially is that an increased burden of property taxes not be placed upon individual property owners whose tax bills have escalated over the last several years. The problem is especially acute for those living on fixed incomes, namely the senior citizens of the city and others subsisting on marginal incomes. Upgrading of existing commercial properties, as well as utilizing vacant commercially zoned land, can help to broaden the tax base.

This element shall attempt to identify the physical areas within the city where the potential for such activity lies as well as significant possible alternatives.

### Purpose

Although an Economic Element is not one of the group of mandated elements which California Government Code prescribes to be included in a city's general plan, its inclusion is considered to have values in the achievement of overall (economic) goals of the City of Hermosa Beach.

Its formulation is in response to a need expressed by both members of the City Council and of the Planning Commission, and by those members of the private sector currently engaged in commercial



ventures in the City. There is an additional awareness of the Element's value to those in search of feasible investment opportunities.

#### Authorization

Based on discussions in the City Council, consensus was reached regarding the development of the Economic Element. After the mandated elements have been completed, the writing of the Economic Element was determined to be a high priority item for the community in that advanced planning is required in order to develop a consistent and comprehensive public policy in relation to commercial growth, economic stability and revitalization.

#### Summary

The proposed Economic Element explores how basic service area needs might be met. Beyond that, there is an awareness of the potential of enhancement to the City which lies in the promotion of pedestrian mobility. The goal of the highest and best use of land (as established by zoning) can mesh with the goal of achievement of economic revitalization.

It is not existing development, nor future development which will result in congested streets. It is the very nature of the City's location, and its amenities, that have generated these costs. Noise resulting from traffic congestion can be reduced by eliminating much of the "stop and go" movement that results from lack of integration of signalization of the City's major arterials. Enforcement of the Motor Vehicle Code, as it relates to maximum permissible vehicle noise emission levels, can also serve to reduce neighborhood ambient readings, as well as the occurrence of discrete sound events.

Motor vehicles do pollute more as they frequently start and stop. The signalization integration project can serve to mitigate this problem. Also the micrometeorology of the City, which characteristically (except on cloudy days) moves coastal air inland, exports air-borne pollutants inland. Unfortunately, other jurisdictions located downwind are impacted (air quality-wise) as a result.



Pollution reduction payoffs as they relate to esthetics can result from the provision of well-designed and integrated parking facilities. The urban scene is not enhanced by the view of rows and rows of parked vehicles. Besides, this horizontal use of land for the temporary storage of vehicles is a grossly inefficient use of a valuable resource, namely, coastal land. Mixed use development is only one aspect of plans for revitalization in a city wherein a variety of social values exist that will not readily allow consensus for publicly financed urban reclamation. This plan may be a practical proposal which considers the economics of incremental change, while at the same time takes into account the impacts upon the environment of that change.

-Assumptions

- (1) The City of Hermosa Beach has the power to influence the quality, quantity and type of commercial ventures within its jurisdiction.
- (2) The relative scarcity of vacant land designated as commercial and/or commercially potential reinforces the need for explicit policies relating to the efficient, flexible and imaginative use of that space.
- (3) Some existing commercial development may require some regeneration, upgrading or heavy maintenance if the city is to retain and/or improve its economic viability.
- (4) Rational growth and revitalization can bring benefits to the City in the forms of increased sales tax revenues, multiplier effect on employment as well as the economic blessing of upgrading living and working conditions. Generally, the economic health of the City will be enhanced by the development of a community tax base less heavily dependent upon property tax revenues. It can also serve to help shift some of the weight of the tax burden from individual homeowners.





- (5) Because of the choice living environment and amenities available in Hermosa Beach, many executives have chosen to reside here. It can also be assumed that places of business in proximity to residence places are highly desirable as well.
- (6) There are benefits of a social nature which can be derived from physical planning. In the area of crime prevention through physical planning, "It is acknowledged that an area of mixed land uses, e.g., residential and commercial, will not go 'dead' at times and that this provides a more continuous observation of criminal acts than is possible in areas of single land uses."  
(S.U.A. publication)

#### Goals/Objectives & Policies

##### Context

Citizens, who responded to a Community Development Questionnaire in February of 1975, have stated a preference for high priority to be placed upon improvement of existing employment and economic development. These goals mesh with a generalized goal for the City as it relates to the Economic Element of the General Plan. Namely, the most efficient and effective use of the property zoned as commercial and/or commercially potential. At this writing, there is an added awareness of the constraints guiding development of those portions of the City lying within the bounds of the South Coast Regional Conservation Commission's jurisdiction, i.e., any development of 67% of City's land is to be accomplished with the overall objective of retaining the unique character of the city.

##### Guiding Concepts

- (1) The kind and quality of commercial activity which commercially designated land is utilized for is of importance. Land is a valuable and finite resource and should be put into optimum use.



- 170
- (2) The opportunity for change should serve to preserve and enhance the unique physical and social attributes valued by the residents and visitors alike.
  - (3) Participation of present property owners shall be encouraged and private funding shall be used.
  - (4) The City administration and those semi-official lay bodies, while operating within existing political, legal, environmental and economic constraints, will strive to encourage, as well as create, a favorable investment climate.

#### Policies

1 To promote and encourage greater flexibility in the development of land within commercial zones without creating an imposition upon existing or planned uses in and around the subject.

2 To maintain prevailing scale and mix of development. These in turn create a downtown environment that encourages interaction between people and that environment by fostering pedestrian mobility as well as the diminished use of vehicles in the commercial zones of the city.

3 To promote the expansion of parking facilities by means of a cooperative effort with those interested in the commercial sector.

4 To augment the service capabilities of public transportation, and thus help to decrease reliance on the automobile.

5 To expand opportunities for non-motorized movement by the continued promotion of and expansion of a city bikeway network.

6 To enforce zoning and building codes which help ensure desirable new and/or revitalized commercial entities.

7 To modify building and zoning codes to reflect the newest methods of construction and on-site planning in order to lower commercial structure costs while not sacrificing considerations of health, safety, public welfare and aesthetics.

#### Description of the Element

The Element identifies the problems, issues, assets and opportunities to be considered in a rational and orderly plan for



improved commercial activity; establishes guiding concepts, goals and policies. It also recommends feasible action programs which, if implemented, will inject a dynamism into the economic life of the City. The Economic Element will eventually be incorporated into the Hermosa Beach General Plan and will serve as a tool for planners, administrators and entrepreneurs, both large and small. Furthermore, it is hoped that this document will serve the diverse interests within the community by helping all who have a stake in the economic health of the City to work together to achieve that common goal.





## RECOMMENDATIONS/IMPLEMENTATION

### A. Special Census

There is a need for information provided by the taking of a special census. Much of the demographic information in this document is based upon official gathering of data early in the year 1970; and later published in the "1970 Federal Census." Many assumptions herein are therefore (of necessity) based on trend lines, and not on current data base. This deficiency in data base is also reflected in intergovernmental grant awards, i.e., revenue sharing, special purpose block grants, etc. This is because population numbers are an integral part of the formula determining the total amount of dollar award, as well as consideration for eligibility for the award itself.

### B. Promoting Pedestrian Mobility and Improved Vehicular Circulation

1. The pedestrian character of the downtown area could be amplified with walkways and arcades. Access to parking lots from the business area can be provided through the use of decorative walkways, e.g., cul-de-sac of 11th, 12th, 14th, and 15th Streets at Beach Drive, landscape the remaining area and install decorative walkways and appropriate "street furniture." An 8ft. walkway could be established along 13th Court (leaving 12ft. for delivery and emergency vehicle access) from Hermosa Avenue to Beach Drive. Also similarly along the rear of stores fronting on the south side of Pier Avenue. This would assist in establishing a second frontage. This will complement the Loreto Plaza pedestrian mall which will link Pier Avenue and 13th Court. The closure of 13th Street will serve to control traffic circulation.

The closing of Pier Avenue west of Beach Drive can do much to reinforce the pedestrian character of the downtown. In conjunction with this "turn around" area, a permanent city bus stop could be established. An integrated system of street furniture can incorporate



benches, water fountains and trash receptacles. Adjacent to the bus stop, a partially solid lattice overhead could provide limited shelter and seating, as well as a place for free bus route map and schedule display, announcements, directory to goods and services.

Separating pedestrian from vehicular traffic could also permit defined sidewalk cafe service areas to be offered by the restaurants which are clustered near the westernmost portion of Pier Avenue.

2a. Improvements can be made to all the exposed (rear or side) walls of buildings that are adjacent to parking lots and walkways. Fresh paint (where suitable) and/or conforming signs can help advertise the business location as well as its product. Good housekeeping, in the form of centralized, enclosed trash containers for merchants' use will enhance and upgrade the area's general appearance. Smaller decorative containers need to be available for the public's use along walkways and in the areas of trash and litter generators such as take-out food establishments. Wherever possible the development of direct access between parking lots and individual stores can serve to facilitate pedestrian movement.

2b. Where practicable, landscaping could be used to provide some visual relief from large expanses of parking areas. Adequate levels of lighting could be furnished by lighting standards which may be physically incorporated with plantings. Adequate sidewalks and appropriate street furniture and landscaping should be provided the entire length of Pacific Coast Highway, on both sides of the street. A capital improvement program utilizing outside funding is one alternative. Formation of an assessment district for the purposes of adding/improving lighting, undergrounding, laying sidewalks, renovating curbs, etc. is another alternative.

3. Along Pacific Coast Highway pedestrian activated crossing lights should be considered for 8th and 2nd Streets, possibly replacing existing vehicle oriented traffic lights.

4. All curbs in commercial districts should be modified for ramping to accommodate handicapped persons (and the movement of carts).

5. Installation of planted areas and/or boxes to reduce street noise impact.



6. Two left turn lanes from Artesia onto Pacific Coast Highway diverting traffic from penetrating residential area adjacent to Gould Avenue.

7. Utilize pedestrian piers particularly in downtown area. They function to:

- a. Mark the best crossing points;
- b. Offer opportunities to incorporate street furniture;
- c. Create the segregation of parking and crossing at curblines;
- d. Serve to shorten the length of the crosswalk.

C. Meeting Service Area Needs

1. The solution of the parking problem is critical since it will help toward providing the infrastructure which will be complementary to any commercial activity. Ideally, in lieu of using costly horizontal land to park any given number of vehicles, that square footage can be utilized to greater advantage in a structure designed for mixed uses. Retail stores can be incorporated into ground level shopping arcades, while the upper stores can be devoted to parking facilities. In the parts of the city where a large capacity parking structure would not be feasible, e.g. Pacific Coast Highway, some of the businesses may need to supplement available curbside and on-premise parking. Generally, where patron and/or public parking is available, businesses need to prominently display this information. Where feasible, a validation system should replace metered parking in downtown lots. A possible alternative plan would include the conversion of several streets intersecting with Pacific Coast Highway on both east and west. The cul-de-sacking (though maintaining emergency access) of selected streets and alleys in instances where commercial compaction can be encouraged, and traffic flow not be materially affected, can add needed parking for clientele of South Coast Highway businesses. Those designated west of the Highway are: 1st, 3rd, 4th, 6th, 9th and 10th Streets and 1st and 8th Places. East of the Highway, those designated are: 2nd, 4th, 6th, 7th and 9th Streets and 8th Place. The City Engineer shall see that the locations





of all available off-street public parking should be indicated by prominently displayed signs in order to inform and direct motorists.

2. Capitalize on earlier success of personalized businesses using local manpower and talents. Tourists and crowds do visit the community and do have an interest in unique items and services. Many consider the prevalent, non-homogeneous character of development to be commercially attractive.

3. The need for quality dining facilities which can accommodate visitors interested in spending several hours in leisurely dining should be met. The visual appeal of the amenity of the ocean can enhance the attractiveness of a tastefully designed, well-appointed restaurant. Viewpoints are indicated in Scenic Highways Plan Map (Appendix A).

4. The development of capability for meeting need for handling large out-of-town crowds for any extended period of time (e.g. hotel-motel and convention facilities) can best be accomplished by using the periferal area of downtown, namely 10th-11th Streets and 14th-15th Streets.

5. Utilization of vacant land zoned manufacturing in the form of industrial condominiums. Smaller type units, which can be used by small-scale, non-polluting manufacturing firms, can be built on parcels limited in total square footage. Better use of land in the vicinity of 6th and Cypress, which consists of limited size parcels that are zoned manufacturing, can be achieved by the placement of such small condominiums on those sites. These condominiums can be compatable with other land use in proximity to them, i.e. residential, in that impacts upon humans and property values from these uses should be insignificant.

6. Varied goods which meet basic family needs have not been available in the City in recent years. For example, there is not one shop which offers children's clothing for sale. As a result, residents have gone out of the city to shop for certain necessities, and other items. The result has been a net (economic) loss to the City's economy.



7. Mixed Use Development: A Possible Alternative for Downtown. The Municipal Code, Article 8.5-3, entitled "Commercial Planned Development" (C.P.D.) states, "Residential uses may be permitted in conjunction with new commercial construction, such as apartments or condominiums above retail stores, subject to. . . "named restrictions. "Office suites too can be built above retail shops." Another name for C.P.D. is mixed use development project (M.U.D.P.). They are both essentially a variation of planned unit development (P.U.D.) which allows for flexibility in structural siting, structural height allowance, and can modify requirements for the traditional setback and sideyards in the planning of projects zoned residential. For example, height restrictions may be relaxed to allow for a unique roof design. The density factor serves as the determining factor in land use under the option of P.U.D. However, in the planning for a limited size M.U.D.P., density limitations may serve to restrict usage of this option. This is because the incorporation of apartments or condominiums above retail stores, and/or the planning of hotels, motels, etc. may bring levels of density above and beyond the currently established levels (Map 3, Revised Land Use Element Map). Another perspective or posture regarding density can be adopted for the periferal area of downtown (See aforementioned map). M.U.D.P. is appropriate on the Highway as well as downtown. Certain types of M.U.D.P. might merit consideration for adaptation for certain R-3 zones. Hermosa Beach is an urban environment, and suitable urban solutions are required for meeting service area needs.

Noteworthy, too, is the fact that concentration or intensity of use does not require public services to be dispersed. This is usually a high cost item to a public administration which in many cases cancels out the benefits of additional revenues to that administration. Such development forms will increase convenience and thus reduce trip length. Ideally, the concentration of living, working and shopping land uses can be physically integrated by internal pedestrian systems. Other energy savings accrue to multi-use buildings. They consume less energy per hour than single purpose structures such



as office building with short occupancy times and lack of diversity for round-the-clock use. Lastly, an integrated plan ideally can help provide the infrastructure sorely needed. In this instance reference is specifically made to parking facilities which could be incorporated into one or several of the planned commercial structures.

#### D. Recap

##### Downtown Business District

"Downtown" Hermosa Beach is defined as the area bounded by 10th Street to the south, 15th Street to the north, Manhattan Avenue to the east and the Strand to the west. It is linked to the Pacific Coast Highway corridor by the Pier Avenue commercial strip and its prime value intersection is Pier and Hermosa Avenues. The commercial district has a uniform general commercial (C-2) zoning and is predominately commercial or commercial recreation in land use designation by the City's General Plan.

The Downtown District, unlike the Highway Corridor, is not along a major throughway--a commuter route. Persons coming into the Downtown area are specifically entering it for shopping, dining or, of course, to get to the beach.

The types of commercial activities that seem appropriate to this district are specialty shops (such as clothing, handicrafts, bookstores and stationeries), restaurants, entertainment (theatres and clubs), convenience commercial such as banks and drugstores reasonably integrated, and for beach users a restricted section of quick food and beach rental facilities. At the periphery of the area, small hotels and motels, which would be transition points between commercial and residential uses, would be appropriate. Prevailing lot sizes and circulation patterns in the Downtown District mitigate against large general commercial stores. Businesses such as gas stations or drive-thru facilities are car and large-site oriented and would be better located on the Highway Corridor.

The Downtown area has several development potentials and advantages:





1. It is compact and has a focal point in Pier Avenue; this allows for a high level of pedestrian activity and comparison/complementary shopping.

2. Its centralized nature allows for parking to provide relatively close proximity to shopping areas.

3. There are always publically owned parking areas that can, if properly designed and regulated, provide all the necessary commercial parking and some beach visitor parking. These lots can be improved to functionally integrate with a highly pedestrian shopping and recreation area.

4. Due to the westward downslope of the city, with a grade differential of 40 feet between Monterey and Hermosa Avenue, and even 25 feet between Manhattan and Hermosa Avenues, the downtown commercial area at Hermosa Avenue and westerly can comfortably be developed up to two and three stories without seriously affecting easterly views, breeze and light. With adjacent residential areas at one and two stories (all having a potential to at least two stories) there is created a height transition line from commercial to residential. This permits multiple uses and commercial Planned Unit Development options, such as shops below and offices or restaurants above.

5. The Downtown is adjacent to the beach community. This, of course, is a factor in the restaurant, speciality goods orientation, as these are consumer items that are frequently associated with amenity areas. The beach offers an attractive scene for business such as restaurants. It is also complementary to strolling shoppers. There are, of course, problems created by the beach that should be acknowledged and responded to--the increased "clean-up" and police problems created by large amounts of beach users, the push for transitory businesses that do well in the summer and fall and in the winter, causing eight months of scattered semi-abandoned stores and marginal businesses. The competition between long-term beach visitor parking and shorter-term commercial users creates a substantial parking problem.



6. The 3/4 acre "Biltmore" site at the Strand between 14th and 15th Streets is a critical site to "Downtown" development, it is the largest undeveloped commercial parcel in the area. Its development would greatly impact uses southerly along the Strand, specifically. It is also a transition boundary point with the residential uses to the north.

Geographically, the site could productively relate to the city parking area to the south. Proper use of the site, in conjunction with an upgrading of the Strand uses and the parking area could create a functional commercial complex.

People should be encouraged to use a central attractive unvalidated parking lot and walk to surrounding shops and restaurants. To complement this, shops should be encouraged to develop second and frontages--oriented toward the lot.

The Biltmore site, with a 3-story potential, a large lot, and an excellent ocean view could be an outstanding multi-use development with shops below and a restaurant above. This would complement the "Loreto" plaza idea but on a much grander scale. The mixture of small shops, at least at one level, is in keeping with the specialty shop orientation of the area. Mixed use format could even permit a mix of commercial below and limit residential above, but the primary purpose of the site should be commercial in character.

The actual development of the Biltmore site should be carried out by the private sector. It is inappropriate for government to be in the real estate business or act as merchant. The Biltmore site should be returned to the private marketplace through the appropriate public bid process. Controls on the site should be exercised through zoning and conditional use permits. A second alternative would be to have the site developed on a long-term lease basis. Under this approach the City would take long-term (as opposed to immediate) low compensation and participate in the commercial development. Control would be exercised by lease terms.



7. The "Downtown" area has outstanding potential to carry the above plans as there are numerous public areas that can be put to productive use in creating a unity to the district. An example of this is the use of the city walkway in the Loreto Plaza.

Similarly, a series of 8ft. landscaped walkways could be developed along the south side of 13th Court from Hermosa Avenue to Beach Drive (which would still leave 12 ft. for delivery and emergency vehicles). This would encourage the development of rear entrances to stores and orient them to the parking area.

The parking lot should be changed to a validated lot with a controlled access from 13th Street. It should be landscaped and provide clearly defined pedestrian walkway areas communicating with the surrounding commercial areas. Consideration should be given to future air space rights in terms of commercial potential. Similarly, a walkway in existing Lot A behind those businesses that front on the south side of Pier Avenue.

Streets such as 11th, 14th and 15th should be cul-de-sac directly west of Beach Drive to create landscaped open areas with walkways and appropriate street furniture. This is to link the Strand to easterly commercial areas and provide necessary open area relief.

Pier Avenue west of Beach Drive should similarly be closed and made into a public area as part of an effort to better integrate the Pier (which has too long been an ignored part of the Downtown concept) and the Strand into the commercial district.

The "Downtown" as a focal point should have a public center. Among other things, a public fountain, stage, or kiosk could be placed here. This area could also become an integrated bus stop site. The idea of the commercial area is to be an attractive area to consumers. The loss of 15 spaces can be compensated by the improved parking arrangements. The key to a pedestrian orientation for commercial areas is to get people out of their cars and to walk among the shops and restaurants--particularly in a comparison shopping area. Consequently, better central parking areas and more attractive walkways are necessary. The emphasis in shopping malls is to create the most pleasant





walking areas possible to encourage "shopping"--usually through the use of street furniture, public amusements, and landscaping, which is a concept that might be productively expanded.

The last item demonstrates there are areas that the city government can directly impact on the commercial district through public works projects. However, these acts merely provide the stage within which the district merchants and investors can act--the final success of such a program depends on the cooperation and efforts of all participants. Government's role is to provide the proper environment in terms of good public facilities and good maintenance of that environment--the actual realization of the created potential is the responsibility of the private sector--the business community--which is as it should be.



## THE PACIFIC COAST HIGHWAY COMMERCIAL CORRIDOR

The Pacific Coast Highway commercial corridor is the area directly adjacent east and west of Pacific Coast Highway through its length in Hermosa Beach. Neither the depth nor the run of the business district along the corridor are regular as the commercial zoned property on either side of the highway varies from about 40 to 200 feet deep, also there are long stretches without significant commercial zoning or activity such as between 16th and 21st Streets.

The Highway has traditionally had a strong orientation toward auto related businesses--car lots, auto parts and repair shops. In more recent years a number of the large retail auto sales dealers have left the community to seek areas with greater potential for physical expansion. Careful thought and aggressive actions are needed to affirm the commercial character of the highway.

A large amount of highway traffic is through traffic--commuting north and south to and from home and work. This is both an asset and a liability. Pacific Coast Highway, particularly as it links with Artesia, Aviation, and Herondo has excellent access, therefore, stores along the way have outstanding visibility. The negative side shows that there is a lack of off-street parking accentuated by the traffic flow need for no parking at peak hours. There is a difficulty in moving in and out of the heavy traffic (and consequently the curb parking). Additionally, there is the fact that most of these commuting cars are in a hurry to get where they're going and not in stopping to shop, in fact any delay in movement is heavily resented.

The heavily used highway has created difficulties for pedestrian movement as it is inconvenient to cross Pacific Coast Highway, it is noisy and dusty along the adjacent sidewalks (which have no landscaping or visual relief). Beyond this is the fact that parts of Pacific Coast Highway north of Pier Avenue are still without sidewalks.



Public parking along the highway is minimal and is particularly needed in the exclusively commercial district south of 16th Street. Currently, there is only one small public parking area. The highway area does have the potential if the appropriate small lots were assembled to provide attractive commercial sites, ones with larger size stores selling major consumer goods and offices. The ready access of the highway, the proximity of Los Angeles International Airport and the amenity of the beach locally could serve these purposes. Again, not only is there good north-south accessibility via the highway but good connections with points east by way of Artesia, Aviation and 190th Streets. Physically, the highway area is also central to the beach cities.

Obviously, Pacific Coast Highway has potential far beyond its present situation. Definite steps are needed to realize this potential, steps that must be taken by both the public and private sectors.

A fundamental need is to recognize that a 100ft. or less deep commercial zone is insufficient to put in substantial business structures. Small lots condemn the city to small commercial buildings with inadequate parking and all too often marginal or temporary tenants. The City, many years ago, recognized this fact by creating the C-potential zone along with highway. This is a line about 200 ft. back from the highway which was seen as a desirable commercial depth, it also is basically contiguous with the General Plan's multi-use corridor boundary. The 200ft. point was and is perceived as a reasonable depth for good medium-sized commercial development with provisions for off-street parking. Unfortunately, no further action has been taken on the C-potential line beyond its notation on the zoning map.

It is now appropriate that the policy of the City of Hermosa Beach be that property in the C-potential zone can be changed to C-3 commercial upon proper application for a zone change. That unless there are definable substantial adverse effects from such a change, it should be approved. This position represents a commitment to the belief that the improvement and commercial development of the Pacific





Coast Highway corridor should be a product of the private sector and not imposed by direct intervention of government in terms of acquisition and development. Property should be assembled, planned and developed privately with local government providing only the proper physical environment, encouragement and technical assistance within the district. Land should not be rezoned until it is to be developed, so that present owners may enjoy their property in peace and may deal with it as they please on the open market place. It is inappropriate to rezone land only to have it sit vacant.

In conjunction with establishing a policy of formally favoring commercial zoning in the C-potential zone, the city should make it policy that when and if streets such as 1st and 2nd, (east of the highway) 3rd, 4th, 6th, 7th and 9th, are one-wayed or partially cul-de-saced, they should have this done at the C-potential line. This provides a good precedent of demarcation between commercial and residential areas, separating their traffic and activities.

Public policy should also encourage the maximum use by businesses of all available parking along the highway-private as well as public. Businesses could join together on parking space usage or could open their lots (or part of them) to general usage when they do not need them, such as during non-operating hours or non-peak hours.

The sharing of existing spaces must be augmented by creation of new public parking areas, particularly south of 18th Street. The City should investigate all funding opportunities for acquisition and development of property within the commercial district for off-street parking. Concurrently, business people along the Pacific Coast Highway corridor should consider the formation of a parking district to develop and arrange parking for the highway.

Every effort to establish a traffic light interlink system from 21st Street southward should be made. This would help expedite traffic movement along the corridor, reducing congestion, noise, etc. To accomplish this, the cooperation of the State of California and the City of Redondo Beach is needed. The State must participate in the program as Pacific Coast Highway is a state highway and also the State



normally provides half the necessary funding for such projects. Redondo Beach would need to connect to the system to prevent traffic jams from being created at the Hermosa Beach southern boundary and Redondo Beach's northern boundary.

Examination should also be made of the necessity for full vehicular traffic lights on the southern portion of Pacific Coast Highway. There are lights at Pier Avenue, Aviation Boulevard, 10th, 8th, 5th, 2nd, and Herondo Streets. The intersection at 8th Street is somewhat complicated by the one-way status of 8th Street east of the highway and the one at 2nd Street has a particularly inconvenient jog in the east and west street alignment. Perhaps these two signals could be replaced by pedestrian and crossing lights.

The parking on Pacific Coast Highway itself may have to be eliminated during peak hours so that the street can adequately handle the heavy traffic flow. The congestion of Pacific Coast Highway has forced much peak-hour traffic to take alternate routes through residential sections of the City such as Prospect and Valley-Ardmore. The Council has adopted a policy of elimination of parking during peak hours on the east side, and on the west side only when additional off-street parking is made available.

The possible removal of such parking again emphasizes the need for provisions of adequate parking. The existing parking arrangements should be examined to see if it is properly aligned for quick and safe parking. The City should consider a design that provides for a red zone behind and in front of each two parking spaces. This would significantly reduce the time in and out of parking spaces, allow for shorter stalls, and reduce the obstruction of the right-hand traffic lanes.

In order to upgrade the physical environment along the highway corridor, the following should be accomplished:

1. There should be sidewalks the entire length of the highway to provide for safe and proper pedestrian access and movement.
2. Pacific Coast Highway should be landscaped its entire length within Hermosa Beach and provisions of an appropriate irrigation system be made.



3. Every effort should be made to underground the wiring along the highway. Possibly a parking district arrangement could carry this out or through use of Southern California Edison Underground funds.

4. Provide better bus service along the highway to guarantee good access to all the businesses in the area. The Free Bus System provides much of this now.

5. Review the zoning and General Plan designation for the area of Pacific Coast Highway between 16th and 21st Streets to evaluate the proper designation of use--commercial or residential.

Proper commercial usage of the corridor might entail the development of two-story buildings with a mixture of shops and offices. The two-story development will provide better noise and activity buffers between commercial and residential districts and provide for more diversity of usage. In certain locations, such as Pacific Coast Highway and Artesia Boulevard, larger three-story office/shop/restaurant structures might be functional due to good street access and topography. Better commercial depths, environment and proportions will enhance the possibility of more substantial commercial structures and major tenants.





## NOISE ELEMENT

### AUTHORIZATION AND METHODOLOGY

In 1971, The State of California, in Section 6503 (g) of the Government Code, mandated that each county and general law city include a noise element as part of their General Plan. This element is to quantitatively project noise contours of major transportation factors and fixed noise generators, and to develop a statement of public policy with regard to noise.

The noise element is developed with the following problem solving technique:

- A. Identification of the problem and definition of the magnitude and extent. This involves describing existing noise environment in Hermosa Beach and identifying the extent of conflicts between the noise environment and activities of people.
- B. Identification of alternatives for solution of the problem.
- C. Evaluation of alternative solutions and impact on the local community.
- D. Selection of the alternatives for implementation.

### PURPOSE

The purpose of the City of Hermosa Beach Noise Element is to:

- A. Record the goals, objectives and policies relating to local noise control and formulate a program to reduce and minimize the various sources of noise compatible with the health and welfare of the citizens of Hermosa Beach.
- B. Investigate, evaluate, and document existing noise levels within the City.
- C. Identify and analyze existing and potential noise problems.
- D. Make recommendations and serve as a guide for achieving the stated goals of the City in relation to noise elimination.

Though noise is today a difficult problem and immediate large-scale reductions in noise levels are not feasible, prospects have never been better for a more equitable long-term resolution of the problem. Recent state and federal actions show promise of significantly reducing noise levels from the two important noise sources, aircraft and motor vehicles. The National Environment Policy Act (NEPA) and California Environmental Quality Act (CEQA) mandate procedures that should



result in more thorough consideration of alternatives for noise abatement in airport, freeway and transit planning. Though the issue of placement of liability for noise damages has not been finally resolved in the courts, the issue should be resolved in the near future.

To take advantage of these prospects, however, the City must continue to bring legal, economic and political pressure to bear on the noise problem. Since reducing environmental costs of an action often involves increasing direct economic costs, the means must be found to force environmental costs back on the source of the problem if a balance of cost and benefit is to be achieved.

The City must also accept the responsibility of protecting residents by preventing new development where noise problems have not been resolved. It must take those actions it can within its own boundaries to prevent aggravation of noise problems and eventually reduce them to manageable levels. As noise abatement actions proceed in the area of aircraft and motor vehicle noise, other noise problems will assume greater importance.

There are a number of areas where government action is appropriate and necessary to bring an equitable resolution of environmental problems. The minimum action is that available under the police power to protect the health and welfare of residents from degradation due to noise. In addition, there has been recent recognition at the state and federal levels of government responsibility to protect and enhance the quality of the environment.

With these areas of responsibility in mind, the City's basic environmental quality goal of protecting and enhancing the environment may be broken down into three objectives depending on the state of the existing environment:

1. In those areas where the environment represents a threat to the public health and welfare, it is the objective of the city to reduce environmental hazards to levels consistent with the protection of the public health and welfare.
2. In those areas where the environment is degraded, but not to an extent that represents an immediate hazard to public health and welfare, it is the objective of the city to reduce environmental degradation as much as feasible and practical within the limits imposed by conflicting objectives.
3. In those areas where a quality environment now exists, it is the objective of the City to prevent degradation of that environment.



## OPPORTUNITIES

The opportunity exists to control noise on three fronts: at the source; along the transmission path; and at the receiver. Although the control of noise at the source has been almost completely preempted by higher levels of government, the City can encourage the use of technology and further research by manufacturers and higher levels of government. This encouragement could be by political influence or by purchasing and modification of equipment which incorporates technological advances in noise suppression.

Although the greatest effort is needed in areas of surface traffic, the controlled development (using land use controls) of low density areas will enable the quiet of these areas to be preserved without large capital expenditures for noise mitigation measures. There must also be a serious consideration in terms of noise impact in circulation planning and street design.

Community, economic, environmental, and social desires and needs can be enhanced by the enactment of comprehensive noise, housing, land use, zoning, and building ordinances and policies which are consistent with the noise goals of this element. Through proper planning to minimize impact and research and application of noise suppression methods for all modes of transportation, a citywide transportation network can be developed which minimizes noise impacts and benefits all residents of this City.

The willingness of the citizenry to become involved in alleviating this problem represents a positive opportunity. Noise is a problem which cannot be solved by government alone; it requires the awareness, concern, and effort of all citizens.

Through a coordinated, cooperative approach to the noise problem by citizens, Los Angeles County and the State of California, the opportunity exists to reverse the trend of increased noise in our City.

## STATEMENT OF GOALS

Goals reflect broad aims and basic values. The goals of the Noise Element link the assets and opportunities and problems and issues, previously identified, with the policies and programs which follow. They establish emphasis and tone for policy and program formulation. The decisions and activities of city government should be guided by the intent of the goals set forth:

- . Reduce transportation noise to a level that does not jeopardize health and welfare.
- . Minimize noise levels of future transportation facilities.
- . Establish compatible land use adjacent to transportation facilities.
- . Allocate noise mitigation costs among those who produce the noise.
- . Alert the public regarding the potential impact of transportation noise.





- Protect areas that are presently quiet from future noise impact

## STATEMENT OF POLICIES

The following policies provide direction for the achievement of element goals. They will be carried out through implementation programs utilizing public and private resources.

In the process of formulating policy content, several alternative policy sets were considered. These alternatives reflected various courses of action. From this, a preferred policy set was selected based on its effectiveness in achieving the goals set forth, as well as its social, political, and economic feasibility.

It is the policy of Hermosa Beach to:

1. Promote the necessary organizational adjustments within city government which identifies technological opportunities, conducts studies, assesses effectiveness of programs, sets standards, and recommends transportation noise mitigation techniques, programs, and alternatives
2. Determine and evaluate the present and future noise levels associated with all major transportation facilities in the city
3. Establish acceptable noise standards consistent with health and quality of life goals and employ effective techniques of noise abatement through such means as building code, noise, subdivision, and zoning ordinances.
4. Reduce the present and future impact of excessive noise from transportation sources through judicious use of technology, planning, and regulatory measures
5. Establish noise criteria in the specifications for vehicles and their components
6. Promote increased public awareness concerning the effects of noise
7. Coordinate with federal, state, and county governments in developing and implementing noise abatement programs
8. Seek funds from the appropriate levels of government to underwrite the costs of noise abatement programs
9. Monitor the programs and policies of the responsible special districts, regional, state, and federal agencies in order to insure that they effectively exercise their mandate to control the sources of noise for new, proposed, or existing transportation facilities, vehicles, or aircraft
10. Encourage the State Department of Transportation to conduct an active highway noise abatement program with scenic/aesthetic considerations



11. Urge continued federal and state research into the noise and recommend additional research programs as problems are identified
12. Recommend needed legislation to the state and federal government which will provide for noise abatement and the distribution of the costs of noise abatement programs among the producers of noise
13. Encourage the federal and state governments and other agencies to work for standardization and simplification of the measurement methods used in assessing noise impact

#### IMPLEMENTATION PROGRAM

The purpose of the Noise Implementation Program is to identify action programs which will lead to the reduction of transportation noise in the city to a level consistent with health and quality of life goals.

The program identified in this section represents the range of actions taken by the various levels of government to initiate noise abatement programs. If actions are taken through coordinated, effective programs, the goals and policies of this element can be implemented and transportation noise reduced to acceptable levels. It is not possible to eliminate all transportation noise problems on a short range basis. However, by adopting a course of action which utilizes existing programs and new complementary action programs, the noise situation can be improved in the foreseeable future. These new programs must be the result of a coordinated, comprehensive approach by the public, all levels of government, and private enterprise.

Formulation of the Noise Implementation Program involves four basic steps:

1. identification of existing programs
2. evaluation of the ability of these programs to reduce transportation noise
3. recommendations for improving existing programs or adding new ones for those areas of inadequacy identified in the evaluation
4. establishment of priorities for implementing the program recommendations by identifying the short- and long-term actions necessary.
5. adoption of the State Model Community Noise Control Ordinance.

Primary emphasis of this program is on implementation action at the local level with future efforts being directed at broadening the scope of investigations and analysis in coordination with other government agencies as well as consideration of non-transportation noise.

#### A. IDENTIFICATION OF EXISTING PROGRAMS

Following is a listing of existing programs and activities related to transportation noise.



1. City Programs

Building Regulation  
General Plan - Transportation Planning  
Highway Construction and Maintenance  
Land Division  
Traffic Operations and Management  
Zoning  
Noise Policing  
Information

2. Regional Programs

Intergovernmental Coordination (SCAG)

3. State Programs

Building Regulation  
Highway Construction and Maintenance  
Motor Vehicle Regulations  
Traffic Operations and Management

4. Federal Programs

Code and Ordinance Standards  
Highway Construction and Maintenance  
Noise-Emission Standards  
Operational Abatement Measures  
Purchasing Incentives  
Traffic Operations and Management

5. Other Implementing Activities

Community Relations  
Coordination and Review  
Environmental Assessments  
Legislation  
Private Action  
Public Education  
Research and Monitoring

In order to meet the objectives with regard to the noise hazard, the following programs are proposed in the Noise Element of the General Plan:

A. Reduce noise conflicts at the source through the following programs:

1. Actively advocate federal regulations for the control of aircraft noise. Recommend at least a 1500' minimum flying height over the beach area for private craft.





2. Actively advocate motor vehicle noise control requirements for production and sale.
  3. Initiate a periodic intensive motor vehicle noise regulation enforcement program.
  4. Study, <sup>and implement</sup> develop traffic control techniques for noise abatement.
  5. Study, <sup>and implement</sup> develop local street circulation concepts for noise abatement. Also design factors such as landscaping.
  6. Actively advocate state and federal regulations for the control of equipment noise levels.
  7. Actively seek state assistance in enforcement of vehicle noise problems.
  8. Actively advocate federal noise labeling requirements and provide consumer information.
  9. Develop noise guidelines for city purchasing policy to take advantage of federal regulations and labeling requirements.
  10. Change the noise ordinance to incorporate energy-averaged noise limits on noise sources, better control of particularly annoying noises, and periodic reductions in allowable noise levels.
  11. Provide quick response to complaints and rapid abatement of noise nuisances within the scope of the City's police powers.
  12. Provide and maintain appropriate noise measuring equipment to accurately assess noise situations.
  13. Encourage the use of landscaping and other types of permanent and temporary barriers.
  14. Modify traffic patterns and street designs to mitigate noise impact throughout the city
- B. Reduce noise conflicts in transmission through the following programs:
15. Consider two story development of commercial properties on Pacific Coast Highway to restrict traffic noise from carrying into residential areas.
- C. Reduce noise conflicts at the receiver through the following programs:
16. Encourage a long-term development pattern which minimizes noise conflicts through planning and zoning.
  17. Develop a sound insulation ordinance to extend State insulation requirements to single-family dwellings.
  18. Study and develop guidelines for noise abatement in urban design for application in site plan review.



17. Actively advocate a cooperative program with the airport to provide financial assistance for sound insulation of existing residences where such insulation is capable of reducing interior noise to levels consistent with protection of the public health and welfare.

D. Protect City employees from dangerous on-the-job noise exposure through the following program:

18. Develop a program of audiometric testing and job noise exposure evaluation, and enforce OSHA and Cal-OSHA in city work places.

E. Protect those who live and work in the City from dangerous on-the-job noise exposure through the following program:

19. Provide coordination for information on and enforcement of occupational noise requirements within the city.

F. Provide support for the above programs through the following programs:

20. Maintain and improve the City's noise monitoring system for identifying progress in meeting noise abatement objectives.
21. Maintain an awareness of actions of other agencies which will have an impact on the noise environment in Hermosa Beach.
22. Actively advocate the development of common noise measurements and interpretations for all environmental noise sources for use by all agencies.
23. Continue to study the effects of environmental noise on the community.

NOISE TOLERANCE STANDARDS

City policy should be geared to the following maximum ambient noise levels:

R-1	45 or below (also schools, hospitals, nurseries and rest homes)
R-2	50 or below (also parks and playgrounds)
R-3	55 or below
C-1	55 or below
C-2/C-3	60 or below
M	65 or below

Maximum traffic noise should be restricted in residential areas to no more than 5 dBA above ambient standard levels. In commercial and manufacturing areas, no more than 10 dBA above ambient standards. Every effort to keep the mean dBA considerably below this should be made.



A number of implementive policies and programs have been suggested. Community decision makers will have to establish priorities among these items.

A. Criteria for Establishing Priorities

--Problems which have a negative impact on health (existence of unacceptable noise levels in noise-sensitive areas).

--Prevention of noise intrusions into "quiet" areas.

--Desirability of taking advantage of an opportunity before it is lost.

The above criteria are structured to handle the entire range of noise problems. First priority areas were selected on the basis of action programs which would effectively achieve significant noise reductions. Second priority areas include standardization and improvement of noise abatement programs as well as secondary solutions which can be effected after the primary solution has realized its maximum benefit.

B. First Priority Action Areas

1. Control of Noise at the Source

Since control of noise at the source protects the vehicle operator and passenger as well as the non-participant, it presents the most reasonable and effective means of reducing transportation noise. Hermosa Beach should encourage the state and federal governments to set reasonable noise limits which are consistent with health and quality of life goals. Also, legislation should be requested at the state and federal level which provides for the assessment of the costs against the producers of the noise and provides funds to Hermosa Beach to enforce the regulations.

2. Centralization of Noise Studies and Abatement Measures

The Planning Director of Hermosa Beach should be given the overall responsibility for noise programs, including a community noise study which identifies additional noise sources and promulgates acceptable noise levels for the commercial, industrial, residential areas. In the interim, standards based on existing technology should be considered for adoption.

3. Purchasing Procedures

The city should specify acceptable noise levels for the purchase of all future vehicles, maintenance equipment, including the equipment necessary for the maintenance of such vehicles.

4. Noise Regulation

The building code, subdivision, and zoning ordinances should be amended as needed to reflect the latest noise abatement techniques, and be consistent with this element and the city noise ordinance.





## 5. Enforcement of Noise Regulations

The Police Department of Hermosa Beach should develop the necessary procedures, as well as acquire the necessary noise-monitoring equipment, to rapidly enforce the regulations.

## 6. Public Education

The city government must make the public more aware of the effects of noise and inform it of what is being done to combat noise. As the public becomes more aware of this problem, it can become a great influence in achieving the ultimate solution by demanding a quieter Hermosa Beach.

## C. Second Priority Action Areas

### 1. Additional Studies and Recommendations

A noise element is an ongoing process; it must be constantly updated and upgraded. This should be the responsibility of the Planning Department. This department would be responsible for developing new noise abatement programs and assessing the effectiveness of and enforcing existing programs. It also would initiate additional studies as the needs are determined, recommend legislation, and research technological and funding opportunities.

### 2. Coordination with Other Governmental Agencies

The city should join with the other governmental agencies in a cooperative, coordinated effort to carry out the programs of the higher levels of government, as well as to seek additional methods of abating noise and enforcing the noise levels established by the city, state and federal governments. This will require that either the law enforcement personnel become conversant with noise law and monitoring equipment or a special noise inspector officer be appointed to encourage and, where necessary, enforce the suppression of noise within the community.

### 3. Standardization of Programs

A cooperative program should be initiated to standardize the noise laws and methods of noise measurement. This program will have to be coordinated with the federal, state and regional agencies so that costly duplication and wasted effort will be avoided.

### 4. Coordination with Multi-Governmental Organizations

Cooperative transportation and planning organizations such as the Metropolitan Transportation Engineering Board (MTEB) and Los Angeles County Association of Planning Officials (LACAPO) should discuss, standardize, establish, and recommend acceptable noise levels for transportation sources and land use for inclusion in the noise ordinances of the separate jurisdictions. In addition, by working through the Southern California Association of Governments (SCAG),



a uniform approach to the noise problem can be initiated. In this regard, county, city and regional governments can be influential in advising the higher levels of government on legislation and standardization in the fight against noise in Hermosa Beach.

Control of noise is a crucial function for the community if it is to create an enjoyable and healthy environment for its citizens. The problem is readily apparent to every citizen in his daily life. Solutions to the most hazardous and annoying aspects are possible by the city and should be vigorously undertaken now.



## SAFETY ELEMENT

### Introduction and Authorization

The Public Safety Element to the City's comprehensive General Plan analyzes a series of major potential hazards to life and property within the City of Hermosa Beach. Based on this analysis, the Element recommends programs of action to minimize both the risks and their impact. This process focuses on features necessary for community safety such as evacuation routes, water supply, hospital facilities, communications.

Although Hermosa Beach does not face certain hazards common throughout Southern California, such as forest fires, high rise fires, landslides, or floods, it clearly shares the potential threat of major earthquake and residential or commercial fires.

There are evident relationships between the Safety and Seismic Safety Elements. The Seismic Safety Element recognizes seismic hazards and their possible effects on the community as related to building codes and zoning, while the purpose of the Safety Element is to introduce safety considerations in the planning process (general emergency preparedness) to reduce loss of life, injuries, damage to property and economic and social dislocation from seismic, fire and other hazards to the public. The Safety and Seismic Safety Elements are key inputs to other General Plan Elements because they define safety parameters vital to effective land use planning.

In 1971, the California State Legislature amended the requirements for general plans to include a "Safety Element". California Government Code, Title 7, Chapter 3, Article 5, Section 65302.

### Purpose and Methodology

The Element analyzes the significant areas of risk to determine their relative importance as hazards. The format of this comparative analysis is intended to develop a framework which can be expanded in the future. As data becomes available, the relative risks to life and property resulting from hazards such as automobile accidents, disease, or violent crime can be incorporated into the Element. As required by the State's General Plan Element Guidelines, the comparative risk situation, when combined with information concerns the City's ability to reduce these risks or mitigate their impact, allows a clear focus on determining the levels of risk which are acceptable to the community. Public decision working bodies have the ultimate responsibility for making the determination of what is "acceptable", and the Safety Element is intended to serve as a tool for making these policy decisions.

The safety goals and objectives which guided the preparation of the Element are as follows:

1. Definition of the relative importance of hazards facing the community, including their frequency of occurrence and level of probable impact.





2. Alternative strategies to reduce the occurrence of major disaster emergencies.
3. Alternative techniques for reducing the potential consequences of major disaster hazards.
4. Evaluation of present response capabilities.
5. Creation of comprehensive programs to increase preparedness and safety in the city.
6. Determine the cost in resources necessary to implement recommended actions.

The Safety Element is intended to provide a major input to the City's Emergency Operating Plan and to develop an analytical basis for response planning.



### Fire Safety Objectives

1. To maximize the level of fire prevention and to minimize the potential hazards to life and property in the City of Hermosa Beach.
2. To minimize the response time to fire and rescue emergencies.
3. To identify fire hazards and develop appropriate code requirements and inspections to mitigate the hazard.

### Implementation Policies

1. Encourage an increase in the number of yearly safety inspections of manufacturing and commercial developments, schools and place of public assembly.
2. Maintain paramedic services.
3. Implement an automatic response system with Redondo Beach and Manhattan Beach that the closest units will automatically be dispatched to the emergency.
4. Establish a Fire Prevention Bureau within the City of Hermosa Beach or an area bureau with Redondo Beach and Manhattan Beach. In conjunction with this bureau, establish a strong public information program, and in conjunction with the bureau and the Building Department, a strong code enforcement program.
5. To maintain adequate emergency access in new subdivisions, cul-de-sacs, and street closures. In existing alleys and narrow streets, a strong parking and trash enforcement program to keep alley clear for emergency access is necessary.
6. Any replacement of smaller water main (6") be made with 8" or larger mains.
7. Establish adequate sideyards of at least 3 ft. clear for residential developments and maintain a strong enforcement program to keep these sideyards clear of trash and obstructions.
8. Consider consolidation of Police and Fire Services into a public safety agency.



## Railroad Crossing Safety

The Atchison, Topeka, and Santa Fe railroad line runs north-south through the length of Hermosa Beach between Valley Drive and Ardmore Avenue. The right-of-way for this track is 100 ft. There are five crossing points (figure 11) from east-west streets.

1. Longfellow (area)
2. Gould-27th Street
3. Pier Avenue
4. Eighth Street
5. Second Street

There are no other vehicular crossing points which does restrict east-west flow and access. This could be a factor in an emergency situation. It would be accentuated if Valley and Ardmore were one-wayed.

Currently, there is a minimum of railroad traffic, approximately one train a week, passing over this track; however, there is nothing to prevent a greater use of these tracks at a future date. This is particularly relevant since the County Board of Supervisors has suggested considering such right-of-ways for commuter/rapid transit trains. If this occurred, there would be a tremendous safety problem for the city as well as difficult east-west access.

The crossing points are generally marked with unlighted wooden signs saying "Railroad Crossing." At Second Street there is only a sign for east bound traffic. At Pier Avenue there is a swinging red light suspended from the sign for westbound traffic and just a wooden sign for eastbound traffic. There is also a spur line that crosses Ardmore at 16th Street which is only noted for northbound traffic by a wooden sign.

The five traffic intersections involved are regulated only by stop signs; there are no signals. There have been fifteen (15) automobile accidents at the Pier/Ardmore/Valley intersection which crosses the tracks. This indicates that this is a difficult intersection with just cars to contend with. If at a future time there was an increase in the rail usage, this could become an extremely dangerous intersection.

## Objective

Insure maximum safety at rail/auto (and pedestrian) intersections and maintain adequate usable east-west access.

## Policy Implementation

1. Installation of lighted signs at all rail-auto intersections, for both east and west bound traffic.





2. If there is a significant increase in frequency of rail traffic (more than 5 times a week) there should be safety devices such as mechanical arms, bells, and flashing lights installed by the railroad to restrict people and autos from crossing in front of trains.
3. That trains be limited to 10 m.p.h. in the city, particularly since their right-of-way is open on all sides.
4. If at a future date Ardmore and Valley are one-wayed, an additional crossing be established at 21st Street to improve emergency and normal access east and west.



## SEISMIC SAFETY ELEMENT IMPLEMENTATION PROGRAM

This section contains a description of different problem areas which the Seismic Safety Element must address, recommendations for a workable implementation program, and comments on the availability of data. One factor to point out is the importance of a sufficient data base to allow for the development of workable implementation programs. Various types of information, their level of aggregation and scope, must be compatible with recommendations outlined in this section further information is obtained through a consultant. This section should be viewed as a selection of alternatives which may be pursued to achieve desired seismic safety goals and objectives.

### Location of Active or Potentially Active Faults

The City of Hermosa Beach is located near several active or potentially active fault zones, and therefore, may be affected by seismic activity in the future. There are no known fault lines within the City and the locations of past epicenters do not indicate the presence of unidentified faults areas in Hermosa Beach.

The fault lines most likely to affect Hermosa Beach are the Newport-Inglewood Fault, located approximately seven miles east of the City, and the San Andreas Fault. Both fault zones are discussed in detail in the following sections.

#### (1) The Newport-Inglewood Fault

The Newport-Inglewood Fault is potentially most detrimental to Hermosa Beach because of the frequency of activity and proximity to the City. This fault line follows a northwest to southeast direction, from Beverly Hills to Newport beach, where it continues offshore.

The epicenter location map and related earthquake magnitudes reveal a general pattern. In the area north of Dominguez Hills, smaller earthquakes with a magnitude of 3.9 or less are apparent. On the other hand, the southern segment of the Newport-Inglewood Fault displays higher earthquake intensities. All seismic activity of 5.0 or greater magnitude have occurred in this southern segment.

Table 11 lists the occurrence of earthquakes and energy release for the entire Newport-Inglewood Fault. It should be noted that seismic activity before 1933 is not listed because the seismograph and Richter Scale, the measures of earthquake magnitude, were not utilized extensively at that time. Four earthquakes in 1933 and 1941 account for more than 97.2% of the energy released along the Newport-Inglewood Fault since 1932.

These earthquakes are :

		<u>Richter Reading</u>
a. Long Beach Earthquake;	March 10, 1933	6.3
b. Singal Hill Earthquake;	October 2, 1933	5.4
c. Gardena, Calif;	October 22, 1941	5.0
d. Torrance-Gardena Earthquake;	November 14, 1941	5.1



## Problabe Future Movement on the Newport-Inglewood Fault

In attempting to forecast potential seismicity along the Newport-Inglewood Fault Line, the Basic assumption followed was that a historical pattern would set the parameters for future occurrences. Furthermore, magnitude would be the basic measuring device rather than intensity (Mercalli Scale) because the latter mechanism is only useful in highly urbanized areas. Our assumptions are controversial because the Richter Scale has only been utilized extensively since 1933, and in terms of "geologic time", no historical patterns may have emerged since then. Unfortunately, this problem is insurmountable because of data constraints. All forecasts of future seismicity in this report utilize information gathered since 1933.

In Table 1, seismic activity along the Newport-Inglewood Fault was categorized according to magnitude (4.0 and over) and years (since 1933).

### PROBLEM AREA 1: EXISTING PRIVATE STRUCTURES

According to the Hermosa Beach Housing Element, more than seventy per cent of the homes in the City were constructed before 1960. (See Table Below) Our information indicated that approximately 25% of all structures in Hermosa Beach were built before adoption of the 1933 Building Code Ordinance, which addressed the issue of seismic safety. The Seismic Safety Element must therefore cope with two distinct problems, (1) structures which were constructed before seismic factors were included in the 1933 Building Code, and (2) buildings which are structurally wead because of age, lack of maintenance, or previous earthquake activity.

HOUSING AGE, YEAR-ROUND UNITS  
CITY OF HERMOSA BEACH  
TABLE 3

Year Structure Built	Number of Structures	Percent
1969 - Present	504	6.10
1960 - 1968	1,553	18.81
1950 - 1959	2,354	28.53
1940 - 1949	1,648	19.97
1939 or earlier	2,194	26.59
Total	8,253	100.00

Although the latest Census does not include a survey of deteriorated or dilapidated structures, it is estimated that at least ten percent of the buildings in Hermosa Beach fall into this category.

Since the City of Hermosa Beach is already fully developed, and furthermore, the population growth rate is steadily declinin, no dramatic increase in new construction starts in anticipated. The Seismic Safety Element's main thrust must therefore be directed at identifying and evaluating structural hazards in existing buildings, and pursuing an objective of eliminating deficiencies.

The Planning and Building Departments should conduct a survey of existing structures in the City, according to the following priority system:





TABLE 4

Priority Rank	Type of Structure or Land Use	Example
1	Emergency Services and Public Utilities	Hospitals, Fire, Police Stations, Water and Sewer Facilities
2	High Occupancy, Involuntary Risk Moderate Occupancy, Involuntary Risk	Schools, Hotels, Library Apartments, Condominiums
3	Low Occupancy, Involuntary Risk High Occupancy, Voluntary Risk	Residences Shopping Center, Theater
4	Moderate Occupancy, Voluntary Risk Low Occupancy, Voluntary Risk	Small businesses Warehouses

This survey should consider the structural characteristics, occupancy level and general function of buildings.

#### RECOMMENDATION 1:

Evaluate structures according to survey results, which will identify any structural hazards, and probable seismicity in each section of the City.

#### COMMENT:

The identification of existing structural deficiencies and evaluation will require coordination between the Building Department and Planning Department. Each structure should be evaluated according to potential localized impacts, for example, tsunami inundation or landslides.

#### RECOMMENDATION 2:

Develop amendments to the Building Code which will mitigate against structural hazards in existing buildings, according to a pre-determined acceptable level of risk.

Adopt the Uniform Building Code, 1976 edition, when available, or make the necessary amendments to the existing Building Code. Chapter 70 (Grading of the Uniform Building Code) should be strengthened to require geological and soils engineering investigations in assessing the stability of natural or graded slopes, potential liquefaction and subsidence areas, and critical seismic zones where ground acceleration values exceed 1970 and 1973 U.B.C. Standards. To insure this, the City should retain, as required and practical a qualified engineering geologist to review reports, and assist the Building and Safety Department in public projects.

#### COMMENTS:

The City of Long Beach has recently developed and adopted a revised Building Code which specifically addressed the problem of seismic hazards in that area. The Long Beach Code provides a systematic and practical procedure for the inspection and evaluation of earthquake hazardous buildings. Procedures were established for implementing regulations and socio-economic factors were included. Appropriate appeal processes and optional plans for owners were outlined in the ordinance. Hermosa Beach may use the Long Beach Code as a guide in the development of an ordinance for the City.



## EMERGENCY COMMUNICATION OBJECTIVES

Provide adequate emergency communication capacity both internally and in coordination with other local, regional and State agencies under all potential hazard situations.

### Implementation:

1. Develop capacity for use of State wide frequency.
2. Develop direct radio contact from Communication Center in Police Department to County Sheriff. *NO ACCESS TO RADIO FREQ. IF NEEDED.*
3. Actively participate in and upgrade the HEAR program in Hermosa Beach.
- ✓ 4. Provide for back-up capacity with a RACES unit in Hermosa Beach.
- ✓ 5. Implement 911 Program. *→ CITIZENS WITH SW RADIOS*

*NOT ON SAME FREQ.*



Various proposals should be investigated to encourage voluntary compliance to the amended Building Code. These alternatives include tax incentives, low interest loans, or Federal Support Programs.

### RECOMMENDATION 3:

Pursue a policy of enforcement of the Amended Building Code. All critical facilities constructed prior to 1948 should be reviewed by a structural engineer for potential hazards. Since many of these structures have regional impact, the source of funding for the inspection of the program ought to be at the regional level. High pressure natural gas, petroleum, electrical power transmission lines should be reviewed for safety and land use compatibility. A program of building inspection in the following priority order should be initiated by the Building Department to identify:

- a. The earthquake resistant capacities of all critical facilities relative to the design level seismic events identified in this document.
- b. All high occupancy normal facilities (office buildings commercial center, hotels ect.) Built before 1961 that a off non-earthquake resistant construction having relative damageability potential of 5 or greater .
- c. All other normal facilities built before 1961 that are of non-earthquake resistant construction having a relative damagibility potential of 5 or greater.

Although it is desirable to eliminate structural hazared throughout the City, the Planning Department must seriously consider externalities such as unreasonable hardship, human dislocation, or socio-economic disruption, which may result from enforcement of the Building Code. Therefore, during discussions related to the level of acceptable risk and development of the Building Code, the general public should be invented and aware of potential impacts. If a trade-off is necessary, the appropriate political body and community must decide on the most acceptable course of action.

### PROBLEM AREA 2: LAND USE AND DEVELOPMENT REGULATIONS

Current land use laws and development regulations do not adequately consider seismic factors. It is desirable for the City of Hermosa Beach to develop regulations which will alleviate seismic hazards in all future construction. The most practical method toward achieving this end is to utilize present statutory-based devices for development and land use control.





RECOMMENDATION 1:

Develop a Seismic Overlay Map which identifies unique earthquake hazards in the City according to various categories of risk or zones of the severity of potential seismicity.

COMMENT:

Although the City is geographically confined, and therefore, subject to the same earthquake magnitudes, it is possible that localized conditions may result in amplified effects or different types of impact. Topography, steepness of slope, unstable soil conditions, or proximity to the ocean may result in landslides, liquefaction or tsunami inundation.

RECOMMENDATION 2:

Amend current Zoning and General Plan Ordinances to reflect potential seismic hazards.

COMMENT:

The Planning Department can utilize a Seismic Overlay Map to evaluate current zoning and General Plan designations as they relate to potential seismicity. If future land uses are clearly incompatible with probable earthquake hazards, appropriate amendments should be considered.

RECOMMENDATION 3:

Require consideration of seismic factors during the preparation of Environmental Impact Reports for new construction.

COMMENT:

The introduction of seismic factors in EIR preparation is a Planning Department decision. This recommendation obviously assumes that pertinent and detailed information on seismicity will be available so that suitable evaluations will be possible.



#### RECOMMENDATION 4:

Require special geologic and soils reports for all proposed major structures in areas of high seismic risk.

#### COMMENT:

In order to implement this recommendation it will be necessary to develop operational definitions for "major structures" and "areas of high seismic risk". A suitable criteria for defining major structures should not be construction cost, but rather, the number of persons who will occupy the building at any given time. As stated before, the primary consideration of the Seismic Safety Element is the protection of human lives, with secondary consideration given to the preservation of property. Areas of high seismic risk can be identified on a Seismic Overlay Map.

#### PROBLEM AREA 3: ESSENTIAL STRUCTURES AND SERVICES

Certain structures and service facilities require special attention because their functions are particularly vital during emergencies. As discussed under the "Concept of Acceptable Risk", these structures and facilities are Priority One Items, that is, they must comply with stringent structural standards. The Implementation Program will also direct resources toward the identification and eradication of hazards in these facilities before other existing structures are considered. Priority One items include most public buildings, emergency shelters, medical facilities, major evacuation routes and utility systems. The Building Code should include a section which will apply high structural and design standards to proposed essential buildings and service systems.

#### RECOMMENDATION 1:

Identify all essential structures and services within the City.

#### COMMENT:

Each responsible agency should provide maps for the following service facilities, accurately identifying the location and key functional units throughout the system:

#### ESSENTIAL STRUCTURE OR SERVICE

Water  
Electricity  
Sewers

South Bay  
Sanitation District  
& City of Hermosa Beach

#### RESPONSIBLE AGENCY

California Water Company

Southern California Edison Company



Police and Fire  
Communications  
Telephone  
Evacuation Routes  
Hospital

City of Hermosa Beach  
City of Hermosa Beach  
General Telephone of California  
City of Hermosa Beach  
Regional Civil Defense Coordinator

Map "F", on the following page, identifies several essential structures in Hermosa Beach.

RECOMMENDATION 2:

Survey all essential structures and facilities in Hermosa Beach to collect information on structural characteristics, occupancy levels, and primary disaster relief functions.

RECOMMENDATION 3:

Evaluate structures according to survey results, which will identify structural deficiencies, and probable seismicity in each section of the City.

COMMENT:

The identification of existing structural deficiencies and evaluation will require coordination between the Building Department, Planning Department, Civil Defense coordinator, and appropriate agency. Each structure should be evaluated according to its disaster relief functions, potential localized seismic impacts, and the ability of a facility to provide vital emergency services during a major earthquake. Priority One facilities must be able to withstand a 6.5 magnitude earthquake with no interference to the structure's primary emergency function.

RECOMMENDATION 4:

Incorporate specific structural and design standards in the Building Code which will be applicable to essential structures and service facilities.

COMMENT:

Structural and design standards must be developed so that all Priority One facilities will be able to withstand a 6.5 magnitude earthquake (Newport-Inglewood Fault) with no interference to the structure's primary emergency function, as outlined in the City's Emergency Operations Plan. Each responsible agency should bear the cost of improvements, if they are necessary, and the Planning Department should provide information on alternative sources for funds.





Many citizens in Hermosa Beach are not aware of the potential seismic risk in their neighborhoods. Civil Defense agencies and the Fire Department distribute literature on a regular basis, however, the City should provide additional information on probable localized impacts and positive measures which individuals may pursue to mitigate against hazards.

RECOMMENDATION 1:

Prepare brochures for general distribution indicating probable earthquake activity, differentiated impacts in various sections of the City, appropriate response plans, and suggestions for homeowners to correct structural deficiencies.

COMMENT:

It should be noted that the primary purpose of these brochures is to provide supplementary information, that is, various types of detailed information which are not included in Civil Defense literature. Maps of tsunami inundation zones, areas subject to potential landslides or liquefaction, and areas of unstable soils should be identified in the brochures. Data clearly defining probable expected earthquake intensities and localized impacts must be included. The Building Department may also provide suggestions for homeowners to take corrective measures to lessen seismic risk.

RECOMMENDATION 2:

Public services should be available to the general populace, which will be available on request, to encourage individuals to take actions to mitigate against seismic hazards. Planners and Building Officials would be available to identify structural weaknesses in residences, offer suggestions to correct deficiencies, and provide information on seismic hazards and citizen response plans.



The Emergency Operations Plan (EOP) is the City's official document describing procedures and duties for various public agencies to follow during a disaster. The EOP is highly dependant on close coordination among various public and private agencies, and therefore, an adequate communications system is very important. The overall plan should be evaluated in terms of its applicability to earthquake disasters. Although the Seismic Safety Element is specifically concerned with earthquake disaster planning, recommendations for improvement of the EOP may overlap with other contingency plans.

RECOMMENDATION 1:

During the early stages of program development, consult the Civil Defense Director for his comments and recommendations.

RECOMMENDATION 2:

Evaluate the present Emergency Operations Plan to determine its effectiveness during an earthquake disaster.

COMMENT:

The Planning Staff has reviewed the Emergency Operations Plan and have reached several tentative conclusions:

- a. The EOP appears to be an operative plan and clearly defines procedures for each responsible agency.
- b. There are several deficiencies in the EOP in that although proper procedures have been established, each responsible agency does not have detailed information which would be required during an emergency. Information requirements would include maps locating various service facilities, lists of resources which are available (rescue trucks, number of hospital beds, etc...), and a priority system for implementation. In the absence of this information, the EOP is highly dependant on effective communications among agencies. This dependence would not be so critical if information was circulated on a regular basis.



- c. 2) Civil Defense coordinator should inspect various emergency facilities on a regular basis. It appears that emergency shelters may be unsafe, particularly during an earthquake disaster, and adequate water and food supplies are not available. These basic necessities are vital during an emergency and certain agencies are responsible for maintaining an adequate level of resources.

RECOMMENDATION 3:

Include earthquake disaster response plans during regularly-scheduled emergency practice sessions at various schools and public institutions.

COMMENT:

Disaster training and practice sessions should be required for certain personnel and public institutions. Schools and hospitals, their personnel, and other places of assembly should be included in this program.

PROBLEM AREA 6: SEISMIC SAFETY RESEARCH

Since the field of seismology has only recently received public exposure and funding, it is anticipated that this area of interest will undergo rapid changes as research progresses. It is therefore desirable for the City to acquire updated literature on seismology as it becomes available.

RECOMMENDATION 1:

Installation and service by the county of Los Angeles (or other appropriate regional agency) of a seismograph in an appropriate location for the South Bay Beach Cities. Comment: It would be desirable for the South Bay Beach Cities which share similar geological and demographic characteristics. The presence of sand dunes throughout the area may result in amplified earthquake intensities.





Most seismographs, on the other hand, are located on firm alluvium near major fault zones and the applicability of this information to Hermosa Beach is questionable.

RECOMMENDATION 2:

Gathering, compilation, and interpretation of local and regional seismic studies as they become available.

COMMENT:

The government regulation requiring Seismic Safety Studies applies statewide and other studies, prepared by municipalities or regional agencies, may be pertinent to Hermosa Beach. One consideration is the compilation of alternative methods developed by other agencies to cope with the seismic problem.



## UTILITIES ELEMENT

### INTRODUCTION

Hermosa Beach shares a problem endemic to coastal communities, that of utility blight. As a community of predominately small lots and narrow streets on irregular terrain, the impact of "helter skelter" utility arrangements is magnified. As the South Coast Regional Commission has noted in its study of the area, a critical amenity resource is being seriously marred by a jungle of ill planned and ill placed poles and wires. Not only are such lines unattractive, they can also be a hazard with falling high powered lines or heavy poles in case of disasters such as earthquakes, high winds, or vehicle collisions.

In 1960 Hermosa Beach took its first steps toward rectifying this problem with the adoption of an undergrounding ordinance that provided enabling legislation for the City to establish undergrounding districts. In 1972 the City embarked on a successful undergrounding district in southern portions of town. The City has also removed overhead wiring on much of Monterey Boulevard. Another area the City has attempted to deal with undergrounding of utilities is in new subdivision requirements, including condominiums.

All of these actions serve to ameliorate parts of the problem, but what is needed is a comprehensive review of the utility situation and a program of coordinated policy to deal with the question for the next five to ten years. The Utility Element will attempt to do this.



### AUTHORIZATION

Based on discussions by the City Council, City Manager, and Staff, a consensus developed as to the need for a Utility Element. In priority this element would follow the mandated elements and the Economic Element. The Utility Element was seen as a coordinated element with the Safety Element and with city building, undergrounding, zoning, and subdivision ordinances. It was perceived as an intermediate time range oriented element (present to ten years: as primary focus).

### ASSUMPTIONS

1. The City of Hermosa Beach has the power to influence the quality and type of utilities within its jurisdiction.
2. Underground utilities are preferable to overhead systems because of safety, better use of land area, and aesthetics.
3. The City should seek to work with all utilities, property owners, and its own capital improvements to effect a coordinated on-going program to eventually effectuate total undergrounding for the City
4. Utility planning and regulation should be coordinated and inclusive of all utility services - electric power, television cable, telephone, gas, water, and sewer.

### GOALS/OBJECTIVES AND POLICIES

1. All new subdivisions shall be totally underground and shall have a complete utility plan approved by the City before a map shall be approved. A similar requirement for a utility plan should be created for all new construction and remodeling over \$15,000.
2. The City shall develop and systematically follow a schedule of undergrounding of utility service, and with the aid of underground districts, which are to be created in concert with the schedule, the undergrounding of private service connections is to be accomplished within reasonable time periods.

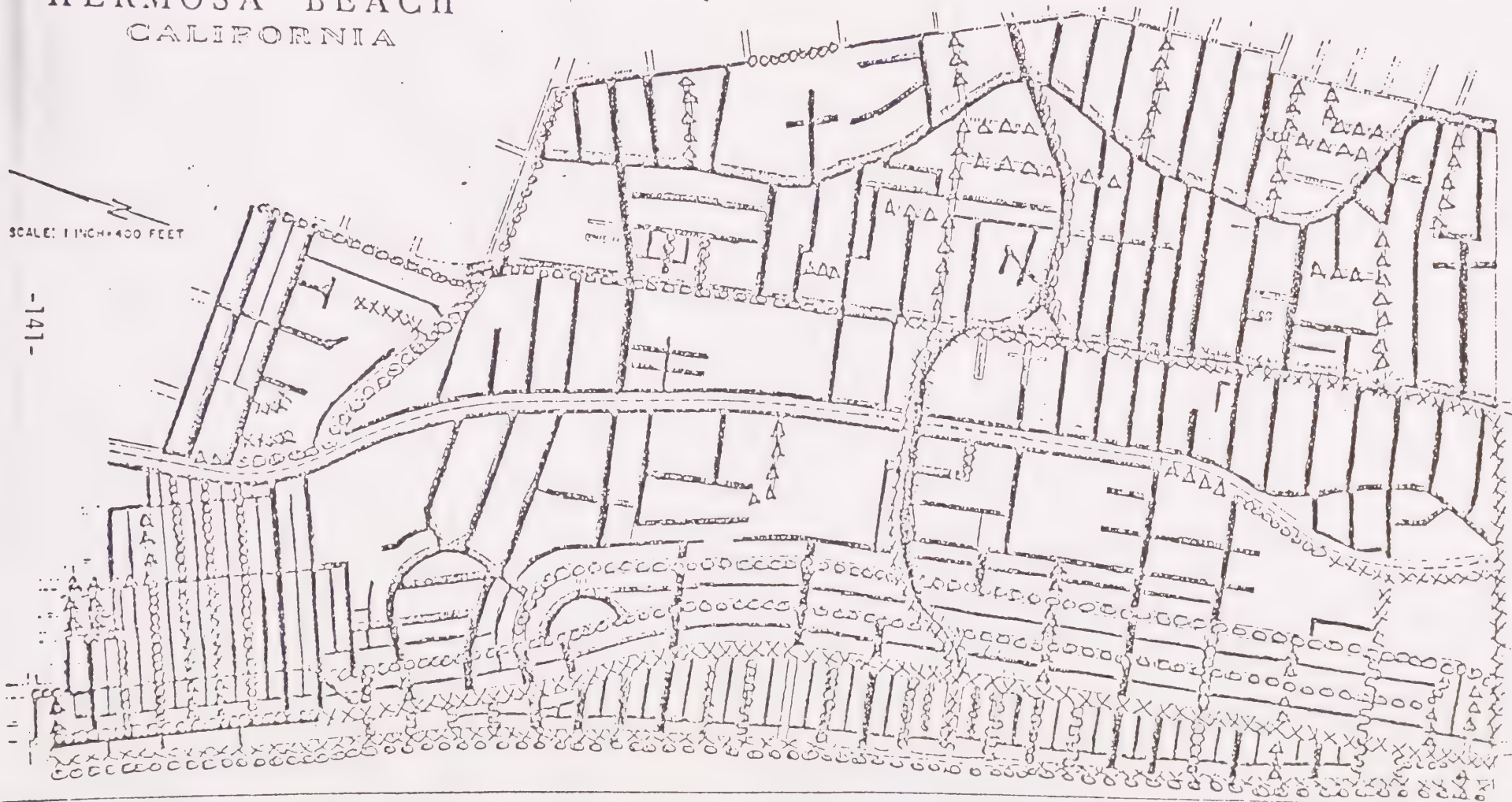




Goals/Objectives and Policies (cont.)

3. All utilities which wish to locate new transmission or distribution facilities within the City shall have to have type and location approved by the City Engineer. In all cases the appropriate 100 Amp service box and a sweep shall be the minimum provided for future underground service.
4. All trenching for undergrounding shall be designed to accomodate television cable as well as power lines and telephone.
5. 0209 Funds and Lighting District Funds are to be used to underground all overhead utilities and underground lighting power lines for arterial and collector streets within Hermosa Beach within the next twenty years.
6. All new commercial, industrial, or residential construction and remodels of more than \$15,000 shall underground utilities to the nearest available power source.
7. Overhead wooden lighting poles shall be replaced with underground marbelite type poles.
8. The City Engineer will begin a systematic review of the sewer capacity for the City, and shall comment on all residential projects of ever three units as to that capacity.
9. The removal of wires and poles by the utilities and all non-energized wires.









# Mike Fritz : Decision making criteria

## Objective

### A) Condos + Conversions ; Tract maps and subdivisions

- a) Meets G.P. for area
- b) Meets zoning code for area
- c) Conforms to Building code
- d) Conforms to condo ordinances
- e) Conforms to Subdivision Map Act.

### B) Changes in General Plan

- ① How much influence on other elements of remaining G.P.
- ② Will this produce conformity with zoning code or other applicable current ~~city~~ city laws
- ③ Cost and disruption to city and property owners

### C) Zone Changes

- ① Does this make zone conform to G.P.
- ② Will this affect an increase in density of area or whole city
- ③ Cost of change to city for services
- ④ Parking, transportation, noise, safety impact of change

## Subjective

- a) suitable for site regarding size + bulk
- b) height + design conform to area
- c) offers more amenities than would a comparable apartment
- d) benefit to the city of the project
- e) neighborhood acceptance of project
- f) suitable unit size + design + quality, long-term occupancy.
- g) highest + best use for the land.

- ① Does this solve a current or projected city problem
- ② Will change in one area adversely affect another area
- ③ Estimated long-term impact on city
- ④ public opinion of proposed change.

- ① neighborhood opinion of change
- ② Are we considering a large (or small enough) area for the change
- ③ present character of area and life expectancy of that current use
- ④ highest + best use of land
- ⑤ Displacement of residents or business





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